The Mining Journal
AND COMMERCIAL GAZETTE.

No. 6. LONDON, SATURDAY, OCTOBER 3, 1835. Price 7d.

ON Sale, SHARES in several of the best Mining Companies of Cornwall, that are now dividing Profits. Shares in both Life and Fire Insurance Companies, Iron Railways, Gas Companies, &c. &c.; likewise United States' Stocks, and Bank Shares, that are now paying a dividend of 8 per cent. Apply to CHARLES MANN, Stock and Share Broker, Stock Exchange; and Tom's Coffee House, Cornhill.

SHARES IN VALUABLE MINES FOR SALE.

Two 18ths in East Crofty	One 18th in South Roskear
One 192nd in Tresavean	One 128th in South Wheal Bassett
Two 160ths in Wheal Seaton	One 128th in Wheal Virgin
One 90th in Marazion Mines	One 128th in Wheal Prospect.

Application to be made in London to Mr. E. Heseltine, 34, Finch Lane, Cornhill, and to Mr. Burgess, Camborne, in Cornwall. All Communications to be post paid.

ON SALE, at the office of F. A. Helps, Stock and Share Broker, 9, Finch-lane, Cornhill, SHARES in the Croydon, Grand Junction, and Trent and Mersey Canals; in the London Dock Company; Brighton, Chartered, Imperial, Ratcliff, and United General Gas Companies; British Commercial, Globe, Hope, Life, and Protector Fire Insurance Companies; in the Commercial Road; Provincial National Bank; in the General Steam Navigation and Star Steam-packet Companies.

WALLS-END COLLIERY.

TO BE LET BY PROPOSAL, for the remainder of a Term of Years, which expire on the 29th November, 1848, and to be entered upon on the 2nd of November next, all that well known current going COLLIERY, called "WALLS-END COLLIERY;" together with all its establishment of Workmen's and Agent's Houses, Offices, Stables, Granaries, Engines, Machines, Waggon-ways, Waggons, Staiths, &c.

The fixed Stock will be transferred to the Lessee, at a valuation, to be returned at the end of the term; and the moveable and Live Stock will have to be paid for in equal moieties, by Bills at Two and Four months.

The Colliery may be viewed, and all particulars known, by application to Mr. Buddle, at the Colliery; and sealed proposals addressed to him at Walls-end Fitting Office, Newcastle-upon-Tyne, will be received till the 17th October next.

The locality of this Colliery is highly advantageous for the Working and Shipping of Coals, being situated on the North Bank of the river Tyne, where the Coals are shipped by Spouts, at which Vessels of twenty keels burden may load up.—The Lessees may be accommodated with Land to the extent of about 100 acres. *Walls-end Colliery, Sept. 14th, 1835.*

NATIONAL BRAZILIAN MINING ASSOCIATION.

MOCAUBAS and COCAES. Notice is hereby given, that the sum of £2 per Share, is required to be paid by the Shareholders in this Association, on or before the 16th day of October next, at the banking houses of Messrs. Jones, Lloyds, and Co., Lothbury; Vere, Sapte, Banbury, and Co., Lombard-street; and Ransom and Co., Pall Mall East. The Shares, together with a List of their Numbers, to be deposited with the said Bankers two clear days, in order that the same may be entered. By order of the Board,

BARCLAY MOUNTENEY, Secretary.

N. B. M. A. Office, 26, Throgmorton-street, Sept. 24, 1835.

ALLIANCE GAS COMPANY.

THE Directors of the ALLIANCE GAS COMPANY, hereby give Notice that the obstacles thrown in the way of the arrangements for Lighting the City of Dublin being now removed, and the sanction of Government and the Local Authorities obtained, operations will be immediately commenced for carrying into effect the objects of the Company.

HENRY ENGLISH, Resident Manager.

37, New Broad Street, London, 29th Sept. 1835.

REDRUTH UNITED TIN AND COPPER MINING ASSOCIATION.

THE SCRIP SHAREHOLDERS are hereby reminded that, the Second Instalment of 10s. per Share, will become due on the 1st October next, according to a resolution of a General Meeting held on the 28th July last; and the same must be paid into the Bankers of the Association, Messrs. Spooner, Attwoods, and Co., Gracechurch-street. W. MILL'S MIDWINTER, Sec.

21, Lombard-street Chambers, Clement's-lane, Sept. 29th, 1835.

PENNSYLVANIA BITUMINOUS COAL, LAND, and TIMBER COMPANY, North America, to be incorporated by the Legislation of Pennsylvania. Capital, £135,000, in 6,750 Shares of £20 each. Deposit £2 per share, to be paid to Messrs. Prescott, Grote, and Co., Threadneedle-street, or to Messrs. Cocks and Biddulph, Charing-cross, the Bankers of the Company. 1,625 Shares are already subscribed for; 3,125 Shares only will be issued to the public at par, the remaining 2,000 will be subsequently issued at a premium, such premium to be applied to the benefit of the holders of the 3,125 Shares. Applications for Shares and Prospectuses to be made (if by letter, post paid) to Mr. Henry Brookman, the Secretary, 10, Berners-street, Oxford-street; or to Messrs. Clift and Fisher, Solicitors, 1, Copthall-court, Throgmorton-street, and 36, Ely-place, Holborn.

CARN GREY TIN MINING COMPANY.

THE Directors hereby give Notice that a Call of £1 per Share is made, and will become due the 1st of November next, the holders of Shares are, therefore, requested to pay the same to Messrs. Drewett and Fowler, Bankers, 60, Broad-street.

46, Lime-street, 30th September, 1835. JOHN W. F. DALTON, Secretary.

ROYAL CORNWALL POLYTECHNIC SOCIETY.

THE THIRD EXHIBITION of this SOCIETY will be opened at the CLASSICAL SCHOOL ROOM, FALMOUTH, on Tuesday and Wednesday, the 6th and 7th of October next.

The members of the Society, and holders of transferable tickets, will be admitted at eleven o'clock, and non-subscribers at twelve o'clock, on the first day, on presenting their tickets of admission at the door.

The Exhibition will be opened to the Public at ten o'clock on the second day, on payment of one shilling at the door.

The Chair will be taken, and the Prizes awarded, on the first day of the Exhibition.

NORTHERN AND EASTERN RAILWAY FROM LONDON.

LONDON COMMITTEE.

Sir Jacob Astley, Bart. M. P.	John Marshall, Esq.
John Angerstein, Esq., M. P.	John Mann, Esq.
Rowland Alston, Esq., M. P.	John Masterman, jun., Esq.
Rowland Gardiner Alston, Esq.	The Hon. C. A. Pelham, M. P.
Sir Thomas B. Beevor, Bart.	Robert Partridge, Esq.
John Bagshaw, Esq., M. P.	William Rhodes, Esq.
Sir W. J. H. B. Folkes, Bart., M. P.	Rees Goring Thomas, Esq.
Charles Johnston, Esq.	Henry Usborne, Esq.
Francis Kemble, Esq.	Edmund Wodehouse, Esq., M. P.
Robert William Kennard, Esq.	Sir Henry Willock, K. L. S.

YORK COMMITTEE.

The Right Hon. the LORD MAYOR, Chairman.

Thomas Backhouse, Esq.	William Oldfield, Esq.
Mr. George Baker.	Thomas Price, Esq.
Thomas Barstow, Esq.	Edward Prest, Esq.
Francis Cholmeley, Esq.	John Simpson, Esq.
William S. Clarke, Esq.	Eustachius Strickland, Esq.
George Clough, Esq.	Robert Swann, Esq.
William Cooper, Esq.	John Swann, Esq.
Mr. Robert Cooper	George Swann, Esq.
The Hon. J. C. Dundas, M. P.	Samuel Tuke, Esq.
Charles Hencage Eisley, Esq.	John Tweedy, Esq.
William H. Hearon, Esq.	Robert Davies, Esq., Town Clerk } Solicitors
William Hotham, Esq.	Messrs. Blanchard and Richardson } Solicitors
George Hudson, Esq.	
George Jennings, Esq.	
John Henry Lowther, Esq., M. P.	

NORWICH COMMITTEE.

Timothy Steward, Esq.	Henry Martineau, Esq. Aclea
Richard Crawshay, Esq.	John Baker, Esq.
Samuel Shalders Beare, Esq.	William Cooper, Esq.
John Cozens, Esq.	Mr. William Freeman
Horatio Bolingbroke, Esq.	Mr. Dodshon Blake
John Marshall, Esq., Sheriff	Roger Kerrison, Esq. } Solicitors.
Richard Shaw, Esq., Alderman	John R. Staff, Esq. } Solicitors.
David Hills, Esq.	

TRUSTEES and TREASURERS—Sir James Cockburn, Bart., John Masterman, Esq.
STANDING COUNSEL—The Hon. James Stuart Wortley.
BANKERS—Messrs. Masterman, Peters, and Co; Messrs. Sir James Esdaile & Co.
SOLICITORS—Messrs. Vizard and Leman, Lincoln's-inn-fields.
PARLIAMENTARY AGENTS—Messrs. A. and R. Mundell.
ENGINEER—James Walker, Esq. F. R. S., L. and E.
Office of the Company, No. 36, Lombard-street.

Applications for Shares of £100 each (if by letter post-paid) may be made to Messrs. Vizard and Leman, Lincoln's-inn-fields; and to the Secretaries, at No. 36, Lombard-street, where also a more detailed and full Prospectus may be had.

A deposit of £5 per Share will be required to be made to Messrs. Masterman and Co., or Messrs. Sir James Esdaile and Co., London; or at the Company's Bankers at York, Leeds, Doncaster, Lincoln, Peterborough, Cambridge, Hertford, Norwich, Yarmouth, Manchester, Liverpool, Edinburgh, and Glasgow.

CHARLES ROWCROFT } Secretaries.
SEPTIMUS HODGES }

LONDON AND BRIGHTON RAILWAY.

THREE New Lines having been surveyed during the present year, and the Public and the inhabitants of Brighton being deeply interested, that the line best adapted should be selected with as little further loss of time as possible:—The Directors of the London and Croydon Railway, incorporated by Act of Parliament during the Session just terminated, think it right to state for the information of the Public, that the result of the Surveys recently made of two additional lines (one by way of Oxted, and the other by the Southampton Railway) do not affect, but on the contrary, have confirmed in the strongest manner the Resolutions voted at the General Meeting of Shareholders in the Croydon Railway, on the 16th of July last, namely:—That the line of country surveyed by Mr. Gibbs, from London Bridge by the Greenwich and Croydon Railways, and thence by Dorking, Horsham, and Shoreham, is greatly superior to any other for the purpose of a Railway from London to Brighton. In order to afford the necessary means for forming a more perfect judgment, the Directors deem it best to lay before the Public the following table of the comparative levels, and of inclinations of rise and fall on the three lines. By this statement it will be observed, that the line of country surveyed by Mr. Gibbs is much superior to the other two, not only in the quantity of level, but in the more gradual inclination of the planes, excepting only the shorter portions, in which (according to the concurrent public testimony of the most able engineers) it has been decided to concentrate the rise, in order to obtain the greater proportion of levels.

Mr. Gibbs' Line. Miles	Chains	Level. Ft. per Mile.		
11	56			
3	10	1 in 1002	5	3
6	18	1 in 1188	4	4
5	0	1 in 1028	5	2
3	36	1 in 114	46	3
2	31	1 in 107	49	4
5	5	1 in 2138	2	6
2	31	1 in 111	47	8
8	0	1 in 1289	4	9

Mr. Stephenson's Line. Miles.	Chains.	Level.	Ft. per Mile.	
15		1 in 1100	4	9
34		1 in 330	11	7
33		1 in 330	16	0
Mr. Palmer's Line.				
27	0	1 in 330	16	0
3	11	1 in 100	52	10

The Directors further give notice that the surveys and estimates of Mr. Gibbs' line, with several recent improvements not included in the above gradients, are prepared, and that plans and notices will be deposited in the usual manner, previously to an application to Parliament in the ensuing Session.

The line surveyed by Mr. Gibbs, by way of the Greenwich and Croydon Railways, thence by Dorking, Horsham, and Shoreham. The first eleven miles of the road from London to Brighton, namely, from London Bridge to Croydon, are all ready provided for by the Roystone Railway Act, which received the royal assent 22nd May last. The surveys of the lines are completed throughout, and the usual Parliamentary notices, plans and estimates prepared, for which all the expenses are already provided.

N.B.—A Prospectus is preparing, containing full particulars; in the mean time applications for Shares of £20 each, (upon a Capital of £900,000), with a Deposit of £1 per Share, may be made as follows, viz.:—To the Bankers, Messrs. Jones, Lloyd, and Co.; to the Solicitor, William Burchell, Esq. 24, Red Lion-square, Holborn, London. The Provisional Committee, consists of the following gentlemen: J. F. Maubert, Esq.; John Moxon, Esq.; Francis Ricardo, Esq. with power to add to their number, by letter, post paid upon the following terms—viz.: £1 per Share to be paid by each Subscriber upon the allotment of the Shares, which will be repaid without any deduction whatever, if the sum of £300,000 be not subscribed (with deposit of £1 per Share paid thereon) on or before the 30th of November next. The addition to be made by them from the List of Subscribers, with reference to local interests, amount of subscription, or other requisite qualification. By order of the Provisional Committee,

12, Angel-court, Throgmorton-street. R. S. YOUNG, Secretary.

LONDON AND BLACKWALL RAILWAY AND STEAM NAVIGATION DEPOT COMPANY.

CAPITAL—£600,000, IN 12,000 SHARES OF £50 EACH.

DIRECTORS.

FREDERICK MANGLES, Esq.	JOHN THACKER, Esq.
JOHN NESBITT, Esq.	CHARLES E. MANGLES, Esq.
EDWARD STEWART, Esq.	FRANCIS WILSON, Esq.
JOSHUA WILLIAMSON, Esq.	

TREASURER.—HENRY KINGSCOTE, Esq.
BANKERS.—Messrs. LADBROKES and Co.
ENGINEER.—GEORGE STEPHENSON, Esq.
SOLICITORS.—Messrs. I. and S. PEARCE and Co., and Mr. T. BROWNE.

The principal objects of the undertaking are for conveying goods from the West and East India Docks; the conveyance of passengers to and from the Docks and Blackwall; the embarking and disembarking passengers to and from the various steam packets at Blackwall, and the landing of coal there, at all times of the tide with great facility.

GOODS.—It has been ascertained, that the cost of carrying goods from the East and West India Docks, can be effected by railway for one half of the present charge, which will ensure the carriage of at least two-thirds, if not the whole of the articles imported into those docks.

PASSENGERS.—At present there are 4,300 persons daily conveyed by coaches and omnibuses to the West and East India Docks, and Blackwall, at the charge of sixpence each, in 40 minutes; by the railway, passengers will be conveyed in ten minutes. Previously to the opening of the Liverpool and Manchester Railway, the average number daily travelling on the road was 450, since then, the number has been increased more than threefold. It may, therefore, be inferred, that the number of passengers will be considerably increased on this line. An opening will be made for an immense traffic over this railway, as it will become the most advantageous and profitable medium of conveyance from that point of the river, which may be considered the natural and most convenient maritime inlet of the metropolis. The City Council and the House of Commons were during the last session, devising means for preventing accidents by steam vessels. This plan has been pronounced by the harbour masters and the owners of steam vessels, as affording a remedy, without the intervention of the City or the legislature, and without any compulsion. It is stated by the owners of steam vessels, that the passage through the Pool is attended by such delay and heavy loss, from damage inflicted and sustained by their vessels, as to amount, in many instances, to £700. or £300. a vessel in a season, and that they would readily adopt Blackwall as the termination of their voyage. One of the most eminent engineers has stated that no line of road in the kingdom offers such prospects of success as this. And when the enormous quantity of merchandize imported into the West and East India Docks,—the thousands of passengers that now travel the road daily,—the immense quantity of coal that would be unshipped at Blackwall, and conveyed on the railroad for consumption in the vicinity of the termination of the railroad,—the number of passengers that would land at Blackwall, from the various steam packets,—and the fact that facilities of communication increase traffic to a treble, and, in some cases, to a greater extent,—when these things are taken into consideration it will be apparent, even to the most sceptical, that few undertakings embrace more important advantages than the present. The number of passengers that go by water to Gravesend, Margate, and Ramsgate, is one thousand seven hundred and fifty thousand a year. By embarking at Blackwall, a saving in distance of four miles will be effected. The voyages performed an hour less each way, and the dangers on the river avoided. As regards Gravesend, one fourth of the voyage will be saved both ways, and the passage performed in an hour and a-quarter. These great advantages will ensure the adoption of Blackwall for embarking and disembarking, in preference to London, and it may fairly be calculated, that two-thirds of the passengers, amounting to 1,166,666 would prefer landing there. Carriages constructed so as to travel on common roads, will convey passengers from Blackwall to the termination of the railway in ten minutes.

COAL.—In the year 1833, 2,010,400 tons of Sea Coals were brought to London! and, it has been estimated that one-fourth of the coal imported is consumed in the eastern quarter of the metropolis; but, assuming that only one-eight, or 250,000 tons would pass over the railway, at the charge of 1s. 6d. per ton, there would be a revenue on this article alone, of £18,750. per annum, and a saving to the consumers of 2s. per ton. The coal would be landed at a great saving of time and expense, and without the injury it now sustains in being turned over so many times.

ESTIMATED SOURCES OF PROFIT.

West India Docks, conveyance of two-thirds of 230,000 tons of goods at 1s. 9d. per ton	£13,416	0	0
East India Docks, conveyance of 45,000 tons, at 2s. per ton	4,500	0	0
Passengers conveyed in carriages to the East and West India Docks, and Blackwall, (the present number being 4,300 daily) at 6d. each	39,237	10	0
Passengers conveyed by Steam Packets to and from Gravesend, Margate, and Ramsgate, 1,750,000 a-year. Two-thirds of whom, it is calculated, will embark and disembark at Blackwall; carriage at 6d. each	29,166	13	0
Coal landed at Blackwall for the consumption of the east end of the Metropolis, 250,000 tons, at 1s. 6d. per ton	18,750	0	0
Merchandize, Timber, Stone, &c., conveyed on the Railway	10,000	0	0
	115,079	0	0
Deduct for Annual Repairs, Salaries, and Current Expenses	35,000	0	0
Nett Profit per Annum	£80,079	0	0

The Capital Stock of the Company has been increased to £600,000, to be divided into 12,000 Shares of £50 each, in consequence of its having been determined to extend the line further into the City than was at first contemplated. A deposit of £1 per Share to be paid into the hands of the bankers. Subscribers not to be answerable beyond the amount of their respective Shares, and it is contemplated that no further call will be required untill the Act of Parliament is obtained. A Bill will be prayed for in the ensuing Session of Parliament, for making the London and Blackwall Rail Road; and, from the numerous and solid advantages to be derived by the public therefrom, no doubt is entertained, but that an Act of Parliament will be obtained.

Applications for Shares (post paid) to be made to the Bankers, Messrs. Ladbrokes, Kingscote, & Co., Bank Buildings; at the Railway Offices, 16, Bishopsgate-street Within; or to the Solicitors, Messrs. I. & S. Pearce, Phillips, & Bolger, 31, Within's-lane, and Mr. Thomas Browne, 15, Rood-lane, Fenchurch-street.

Railway Offices, 16, Bishopsgate-st. Within. C. H. WINFIELD, Acting Secretary.

NEWCASTLE-ON-TYNE AND CARLISLE RAILWAY.

THE DIRECTORS GIVE NOTICE, that on Friday, the 9th of October next, at Three o'Clock in the Afternoon, at their Office in Newgate-street, Newcastle-on-Tyne, they will dispose by Public Tender of 133 Shares in the Newcastle-upon-Tyne and Carlisle Railway, remaining undisposed of from the last sale of Forfeited Shares; and the minimum price at which they will be sold having been fixed at £85. per share, the highest tenders for these remaining Shares, at or above £85. per Share will be accepted. Forms of tender, with a statement of the present situation of the undertaking, may be had on applying at the Railway Office, Newcastle-on-Tyne, and at the Railway Office, Carlisle:—Mr. Richard Dawson, and Mr. Joseph King, Share brokers, Liverpool; Messrs. Thos. Leeds and Sons, ditto, Manchester; Messrs. Wolfe, Brothers, ditto, Change-alley, London.

Sept. 25, 1835. JOHN ADAMSON, Clerk to the Company.

GREAT NORTHERN RAILWAY.—London to York, Cambridge, Lincoln, Selby, and Norwich.

Capital—£3,000,000, in Shares of £100 each.—Deposit £2 per share.

LONDON PROVISIONAL COMMITTEE.

Sir Peter Laurie, Alderman	Felix Ladbroke, Esq.
Sir William De Bathe, Bart.	William Murray, Esq.
Robert J. Bunyon, Esq.	John Pirie, Esq., Alderman
John Lewis Eyre, Esq.	Thomas Routledge, Esq.
Adam Gordon, Esq.	John Saunders, Esq.
Lieut.-Colonel Leith Hay, M.P.	G. J. Steer, Esq.
John Humphery, Esq., M.P.	W. Wilkins, Esq. A.M.R.A.
Henry Kingscote, Esq.	

YORK COMMITTEE.

The Right Hon. Thomas Wood Wilson, Lord Mayor	Edward Prest, Esq.
John Henry Lowther, Esq. M.P.	John Swann, Esq.
The Hon. John Charles Dundas, M.P.	George Swann, Esq.
Charles Eisley, Esq. Recorder of York	Samuel Tuke, Esq.
Eustachius Strickland, Esq.	Thomas Backhouse, Esq.
Francis Cholmeley, Esq.	George Hudson, Esq.
Thomas Price, Esq.	John Clough, Esq.
Wm. Hotham, Esq., Alderman	William S. Clark, Esq.
Wm. H. Hearon, Esq., Alderman	George Jennings, Esq.
Wm. Oldfield, Esq., Alderman	Mr. George Baker
William Cooper, Esq., Alderman	Mr. Robert Cooper
John Simpson, Esq., Alderman	Robert Davies, Esq., Town Clerk, } Solicitors
Robert Swann, Esq.	Messrs. Blanchard and Richardson, } Solicitors
Thomas Barstow, Esq.	

NORWICH COMMITTEE.

Charles Turner, Esq., Mayor	Henry Willet, Esq.
S. Bignold, Esq., Deputy Mayor	John Wright, Esq.
Lieut.-Colonel Harvey, Alderman	Henry Chamberlain, Esq.
P. Finch, Esq., Alderman	Timothy Steward, Esq.
J. Marshall, Esq., Alderman	H. Martineau, Esq.
J. D. Springfield, Esq., Alderman	J. Athow, Esq.
A. A. H. Beckwith, Esq., Town Clerk	Samuel S. Beare, Esq.
J. Skipper, Esq., Chamberlain	J. G. Johnson, Esq.
J. W. Robberds, jun., Esq.	

Bankers—Messrs. Ladbrokes, Kingscote, and Co., Bank-buildings.
Solicitors—Messrs. Bignold, Pulley, and Mawe, London and Norwich.
Engineer—Joseph Gibbs, Esq.

The Railway will commence at Whitechapel, and proceed near Dunmow to Cambridge, from whence, in an undeviating line, it will extend to Lincoln, passing through Sleaford and Selby to York.

The Railway will pass near Huntingdon, Ely, Peterborough, Wisbeach, Market Deeping, Grantham, Newark, Gainsborough, Doncaster, Thorn, Snaith, and Howden. By the junction with the Leeds and Selby railway, a perfect communication will be made with Leeds, Bradford, Halifax, Huddersfield, and the other great manufacturing towns in that district.

Increased facilities will thus be afforded to the following branches of commerce:
The cotton and lace manufactures of the counties of Nottingham and Derby.
The stocking manufacture of Leicester.
The cutleries and iron works of Sheffield.
The carpet, blanket, and woollen manufactures of Dewsbury, Leeds, and Huddersfield.—The linen manufactures of Knaresborough and Barnsley.
The silk and woollen manufactures of Norwich.
The collieries of the north.
All the staple commodities of Scotland.
And agricultural produce throughout the whole line.

The undertaking claims especial attention and support from the additional fact, that it will not interfere with existing interests, but, on the contrary, materially benefit the canals and the several isolated railways already formed (or in course of formation), by ultimately becoming the grand duct of these several commercial veins of the kingdom, uniting the metropolis of England with Edinburgh and Glasgow.

An ample return for the outlay may confidently be expected, the estimates being founded on the present actual traffic, without taking into account the great increase that must necessarily accrue.

The estimated cost of the line from London to York, founded on accurate surveys, will be £2,236,821
And the line to Norwich 737,505
£2,974,326

Another very important consideration is, the nature of the country, the line between London and Norwich, and Dunmow and Askrigg (49 miles beyond York), being extremely favourable, presenting fewer obstacles to the formation of the finest levels ever proposed for the construction of a railway.

Application for Prospectuses, with maps, and for Shares, to be made to the Secretary, W. R. CROGGON, Esq., at the Offices, 25, Bucklersbury.

BOLANOS MINING COMPANY.—FIFTH DIVIDEND.

14, Chatham-place, Blackfriars, London, Sept. 23, 1835.

SIR.—I am desired by the Court of Directors to acquaint you, that they have this day declared a Dividend of £5 per share, to become payable at the Office of the Company on and after WEDNESDAY, the 30th September instant, to the Proprietors of Shares who may appear to be such in the books of the Company on Monday, the 28th instant. The Dividend will be payable daily between the hours of Eleven and Three, until the 31st October next; from that period it will be payable on Mondays only, between the same hours.

I am further desired to acquaint you, that the Books for Transfer will be closed from Saturday the 26th to Wednesday the 30th instant; and that all transfers which shall not have been completed by the return of the transfer deed to the Office of the Company on or before Saturday the 26th instant, will be considered, as far as respects the right to the Dividend, as not having taken place, and the person in whose name the shares shall then stand in the books of the Company, will be entitled to claim the payment thereof.—I am, Sir, your most obedient servant,

GEORGE FOSSETT, Secretary.

N.B. Proprietors who may be unable to attend personally, in order to receive their Dividends, are requested to fill up the Form supplied from the Office.

JUST PUBLISHED, PRICE ONE SHILLING, NO. VI. OF

THE RAILWAY MAGAZINE. Contents:—Canterbury and Whitstable Railway (with an Engraving)—The Great Northern Railway—A few words on the Great Northern Railway—Newcastle-upon-Tyne and North Shields Railway—Newcastle and Carlisle Railway—The Brandling Junction Railway—London and Greenwich Railway—The Railroads of the United States—Railroad Intelligence—Prices of Railway Shares.

London: Published by Effingham Wilson, Royal Exchange, where communications for the Editor (post paid) will be received.

Just published, price 2s. 6d.

REMARKS upon the Objects and Advantages of the IMPERIAL ANGLO-BRAZILIAN CANAL, ROAD, BRIDGE, AND LAND IMPROVEMENT COMPANY. Protector, His Imperial Majesty Don PEDRO II. To which are prefixed, Translated Copies of the Decree of the Provincial Legislative Assembly of Rio de Janeiro, conceding certain exclusive Rights and Privileges to Mr. John Henry Freese, and of his Memorial to the General Legislative Assembly, praying for further concessions. As also a Map of the Province of Rio de Janeiro, showing the Lines of Intended Operations; and a coloured View of the Colony of New Friburg.

London: Sold by Wacey (late Boosey), Old Broad-street; and by Dean and Munday, Threadneedle-street.

PHILOSOPHICAL MAGAZINE.

THE recent commencement of a New Series of this long-established Work, united with the ANNALS OF PHILOSOPHY, and the EDINBURGH JOURNAL OF SCIENCE, and conducted by

SIR D. BREWSTER, K.H., LL.D., F.R.S., L. & E., &c.
RICHARD TAYLOR, F.S.A., L.S., G.S., Astr. S., &c.
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affords to such individuals and Societies as are desirous of possessing a monthly record of the progress of the Sciences a convenient opportunity of becoming subscribers. The great number of original communications from philosophers of the first eminence, together with records of the most recent discoveries, Notices of Scientific Works, and the Proceedings of Learned Societies, domestic and foreign, give a permanent value to the volumes of this Journal, which has long been quoted as a standard work of reference by writers of all countries. The Editors, aware that an enlarged circulation would afford them the means of increasing the value of the work, respectfully invite the support of those who can estimate how much the real advancement of knowledge depends, not merely upon popular and elementary compilations, but upon such works as afford a convenient vehicle for the speedy communication of the labours, discoveries, and deductions of those diligent cultivators of the sciences, who are distinguished by the devotion of their time and talents to the enlargement of the boundaries of knowledge.

No. I to 37, price 2s. 6d. each, to be had at the Office of the London Edinburgh Philosophical Magazine, Red Lion-court, Fleet-street; and of all booksellers.

THE GREAT NORTHERN RAILWAY.

The great importance of this undertaking induces us to extract largely from the Report presented to the Committee by their Surveyor, J. Gibbs, esq., without, however, giving our unqualified assent to all the theoretic views it contains.

The first consideration which should influence the promoters of any work, either of national or local importance, is whether such a necessity for the undertaking exists as shall prove commensurate with the extent of capital to be employed in its completion. The next endeavour should be, to interfere, to the least possible extent, with existing corporate, or other interests. In the next place, they must avoid injuring private property, and intrude as little as possible upon individual privacy. And lastly, they should carefully weigh all the several bearings of the proposed work, and ascertain every possible object which it is capable of embracing, previous to commencing operations. With regard to the necessity of this undertaking, it would, perhaps, be sufficient to adduce the railways now in progress through the south and west divisions of the kingdom, which will give to those divisions facility of intercourse and commercial enterprise, superior, and therefore, injurious to the east and north districts, unless the latter keep pace with the improvement. But I wish to take my stand upon a higher ground than this; and to endeavour to show, that because the introduction of railways is so decidedly an improvement upon the common roads, their general adoption, under certain highly necessary restrictions, will be beneficial to the country at large. The Baron Dupin, in his treatise on the commercial power of Great Britain, observes, "Facility of communication is important for the preservation of social order, as well as for the prosperity of trade; and the measures adopted in England for preventing obstructions in the public thoroughfares, prove that the Legislature are fully impressed with this fact."

The Romans were so convinced of the necessity of good roads to the progress of civilization, that a very considerable revenue was set apart for, and a state officer appointed to superintend, this branch of their internal economy; while abroad, the first act that followed conquest, was the formation of their military ways. Now these *vie* in the principles both of their plan and construction, approach nearer to the modern railway than is, perhaps, generally known. The following account of their construction, translated from the French Encyclopædia, article *Chemin*, shows that this enterprising people only wanted a knowledge of steam, and its application as a motive power, together with a knowledge of the modern system of manufacturing iron, to have adopted railways. "They were commenced every where by two furrows measured by a string, these parallel lines deciding the width of the road; the intervening space was then excavated, and in this depth the several layers of the road materials were laid, the first being a cement of chalk and sand an inch thick. On this cement, as a first coat, broad and flat stones, six inches high, were placed one on the other, and connected by a very strong mortar; as a second coat, followed a thickness of eight inches of small round stones, softer than the pebble, intermixed with tiles, slates, and the fragments of buildings, all worked to an adhesive substance; and as a third coat, a thickness of a foot of cement made from rich earth mixed with chalk. These interior substances formed a road from three to three feet and a half thick, and upon this was placed an entire surface of gravel, bound by a cement with a mixture of chalk. This crust is still to be found perfect in several parts of Europe." Here, then, we have, both in planning and constructing these roads, an approach to the exact principles adopted in the formation of railways; namely, to secure a level surface by overcoming natural obstacles, and upon this to erect a firm and solid line of road. The improvements in the system of modern roads have not at all kept pace with the demands of our increased commerce; and no other argument will be necessary in order to prove this position, than the present bad state of many of those roads. This single circumstance, fully, I think, establishes the fact, that the energy and enterprising spirit which so strongly characterise the present commercial relations of Great Britain, require some equally extended means of carrying this spirit into effect, as well as giving an impulse to our trade commensurate with the exertions of our continental neighbours; that means is offered by railways, which must be speedily carried through a great part of the country. It becomes a natural question, if the present turnpike roads are inefficient, and their income inadequate to their maintenance, what prospect does the introduction of railways give for a fair remuneration to those who embark their property in establishing them? Happily the reply is simple, and easily understood by all. Friction and gravity are the great absorbents of the impulsive power employed upon both railways and turnpike roads; and the original cost bestowed to render the railway nearly horizontal, and the introduction of the smooth and hard surface upon railways, instead of the soft gravel used for turnpike roads, redruce this gravity and friction to the least possible amount. The great difference of motive power requisite to overcome the gravity and friction upon railways, and upon turnpike roads, constitutes a saving, which, of itself, will answer the question.

There are, however, many undertakings which present advantages to the public even superior to, and independent of, the actual immediate necessity for their adoption—that is, if any positive benefit or advantage can be considered super-necessary to the general convenience and comfort; and even in this class railways justly claim to be ranked. Many proofs exist, in the encouragement given to railways already established in different portions of the country, that even with the present expenditure upon the turnpike roads, they are an insufficient means of transit either for passengers or traffic. Now, let us consider that the several passenger railways in operation are paying a considerable profit to the proprietors or shareholders; and, independently of the circulation of capital, and the employment to the labouring classes which their adoption affords, we have a direct proof of the advantage certain to accrue from the general adoption of railways. With regard to the necessity of a trunk to the north, it has been previously observed that several main lines are already fixed upon. A north-west line to Birmingham is now in progress; a south-west line is also in preparation; the first stage of a southern line has received the sanction of the legislature; and a western line is now before a committee of the House of Lords. Unless, therefore, means be taken to secure to the north and north-east districts the same facilities of transit as the other points possess, these districts must suffer materially in their traffic by the costliness of its conveyance as compared with the others. Respecting interference with other large undertakings, it will be sufficient to observe that, while the line of railway here proposed communicates with many canals, and some isolated railways, it runs parallel to none; thus affording facilities to several commercial veins of the kingdom which they did not previously possess. The following enumeration will point out how far this is effected. The proposed railway crosses, at Earith, the river Ouse, which is navigable to Huntingdon, St. Ives, &c.; and near the same place passes the western end of the Bedford rivers which are navigable eastward. At Peterborough, the line crosses the river Nen, which, by its union with the Oxford, the Warwick and Birmingham, and other canals, commands a water conveyance through the heart of the midland and western counties. A short branch of about 11 miles of railroad from the main trunk, near to the town of Sleaford, will reach the Grantham canal, which, running through Nottingham and up to Derby, joins the Cromford and High Peak Railway. Near Gainsborough, the line crosses the Chesterfield canal, which runs through East Retford and Worksop to the north of Derbyshire among the mines and stone quarries; and by crossing the river Don at Thorne, commands a direct intercourse with Sheffield. The line afterwards crosses the Nottingley and Goole canal about five miles west of Goole docks, upon which there has recently been expended a capital of nearly 100,000*l.*; still further north it communicates with the Leeds and Selby Railway, which runs through the heart of the densely populated manufacturing districts of Yorkshire; and lastly it crosses the Ouse, which has a navigation to the large corn districts of Malton, &c. This rapid outline may suffice to show that the proposed work will materially benefit, and at the same time reap a mutual benefit from, many existing means of conveyance; while not one instance can be brought forward of its interfering with an already established line of transit. A reference to the map will prove that, as far as private convenience or property is concerned, the line here laid down is peculiarly favourable; for, in the first place, no park or ornamental ground is crossed by the line, nor does it come so near such property as to afford matter of complaint with those who may still feel prejudiced against railways; and, in the second place, the character and localities of the lands through which it passes are of such a nature as to be much improved by the undertaking, as the following detail will evince.

The London commencement of the line runs along the site of some of the most wretched hovels of Whitechapel, Mile end, &c.; in lieu of which a double range of frontage buildings, forming a handsome street extending as far as Hackney Marshes, might be erected with profit to the railway company. After crossing the marshes on each side of the Lea, and passing through the forest of Epping, the line then emerges into fine farming land, extending along the western border of Essex up to Cambridge; but instead of the proposed railway being an injury to these lands by cutting through them, it will supply them with the very means of transit for their produce and supply of coals in return, which they now want, and which deficiency prevents the lands being cultivated to the extent to which they are capable. Throughout this district coals have to be carted—and that along bad cross roads—a distance of ten, twenty, and, in some instances, thirty miles before they reach the consumer; the consequence of which is, that they become a positive luxury, nearly unattainable by the labouring—always the most expensive—part of the population. There cannot, therefore, be a question respecting the improvement which a railway would afford to this district. After crossing the river Cam, the line runs for an extent of 54 miles, and nearly to Sleaford, principally through fens, over which the railway will be carried by embankments raised chiefly from side cuttings; and which side cuttings will of course constitute a good drainage and fencing, not only for the railway, but for the marsh lands through which it will pass, and which will thus be brought into a much better state of cultivation than at present exists. With regard to the remainder of the line, namely, that portion between Sleaford and York, one chief advantage will be that of uniting the several at present isolated canals and railways in its progress; another, in giving facility of transit to, and consequent increased demand for the agricultural produce of that district; a third, in opening, by means of its connexion with the Leeds and Selby railway and Knottingley and Goole canal, a more rapid means of conveying the manufactures of Sheffield, Barnsley, Leeds, and other districts of Yorkshire, to London. It may be further observed, that the whole line presents the best possible direction for a continuation to the Scottish capital; and thus at no distant period we may view it as forming a large portion of a railway trunk, extending from one end to the other of the island of Great Britain. In estimating the cost of construction, it need scarcely be stated that much depends on the nature of the ground and the geological character of the country; because, if the natural surface be variable, and consequently requires much cutting and embanking in order to procure a level, the expense of these excavations and embankments will vary in proportion to the strata in which they are made. I need only observe here, that the line proposed is highly favourable in this respect. The following is the estimated cost of the execution of the line I here recommend for your adoption, and I beg to observe, that the details have been made out with the strictest regard to every possible requisite expenditure; and that the several prices have been taken from works either already executed, or which are now in the course of execution. This estimate, therefore, I am fully convinced will amply suffice for the intended work:—

Total cost of line from London to York	£2,226,821
From near Saffron Waldon to Norwich	727,605
	£2,954,426

The estimated amount of return for the capital thus required is a matter which does not come within the province of the present report. The data previously submitted to your consideration induced you to decide that, even without such increase upon the existing traffic as is usually assumed, and justified by experience, in cases of an improved medium of conveyance, an income sufficient to afford a very liberal remuneration might be fairly anticipated; and these data have been given to the public in your prospectus. I will, therefore, proceed to matter which is more strictly of an engineering character,—the rules necessary to be observed in deciding upon the precise line for adoption, and which I deem to be the following:—1st, To procure the best possible levels; 2ndly, To reduce every general gradient to one uniform character, the maximum of which shall be one foot in one thousand feet; 3rdly, To arrive at all the summits, or superior gradients, by such sudden inclinations as shall be the best adapted to the use of either an assistant or locomotive engine or a stationary engine, whichever may be ultimately determined upon; 4thly, To attain the intended communication by the shortest and most direct route, consistently with the first rule; 5thly, To give to each unavoidable deviation from the direct line the greatest possible diameter of curve; 6thly, While endeavouring to fix upon a line combining all the foregoing advantages to the greatest possible extent, to keep the expense of execution continually in view; and by weighing well the apparent benefit to be gained by any additional outlay, to accomplish the desired object of real economy. The attainment of good levels is the most important feature of railway engineering; requiring all the energy of thought which can possibly be bestowed upon it. I have endeavoured to throw all the great declivities into one gradient, and that of as sudden a character as possible, and the rest of the line nearly level; from a conviction of the important truth, that whatever improvements may hereafter take place in the motive power for impelling carriages on railways, no diminution of the resistance of gravity in ascending acclivities can take place; and also that the wear of the road is, and always must be proportionate to the velocity; therefore, by bringing nearly all the length of line to what may be considered a practical level, and throwing the summits upon short distances, so as to form stations for assistant power, the trains will pass with equal velocity throughout their journey; the engine will not have to carry within itself that extra power, and of course weight, which would be necessary to overcome the variable gradients; and the annual wear of rails, and maintenance of the road, will require less funds to keep them perfect. I make use of the term practical levels; and would here observe, that very slight inclinations, provided they do not exceed 1 foot in 1000 feet, are generally preferable to dead levels, because they afford drainage to the road without at all affecting the motive power.

CORRESPONDENCE.

ON COPPER ORES.

To the Editor of the Mining Journal.

SIR,—I have read with some little surprise the letter of "Benbacula," in your last Journal, and cannot avoid expressing my opinion, that any statement made "for the benefit of the mining interest in Cornwall, &c.," would prove far more advantageous if the writer had made himself acquainted with two or three simple facts, information on which is by no means difficult to be obtained, and the knowledge of which might have made his communication of more value than it appears at this moment. If I understand the author of the article in question rightly, his statement is to the effect, that copper ores contain, on the average, from 10 to 12 per cent. of pure copper in the state of a metallic salt, thickly coated with vitriolic earths, so that the heat of a furnace makes no impression on it, and even nitric acid, assisted by heat, is alike incapable of affecting the metallic salt. He further states, that he has discovered a process for removing the vitriolic earths, and procuring by amalgamation the ore in the purest possible state, of considerably more value than the copper obtained by smelting. With regard to the expense, or feasibility of these processes, I cannot of course say a word, not being admitted into the secret, but I am quite at a loss to know how "the copper ore in the purest possible state it can be is of so much greater value than "the copper" itself, "obtained by smelting." Will "Benbacula" permit me to put two or three plain questions to him? Is he, in the first place, aware that the only available ore in Cornwall, with one or two exceptions, is in the state of a sulphuret that the average produce is about 8 per cent. of pure copper? and that from assays made of the slags after smelting, very little copper is found to remain therein? From the remarks in "Benbacula's" letter, I should be led into a belief that, as neither fire nor nitric acid, nor both in conjunction, have any effect, according to his account, on the salt of copper he alludes to, that a produce of from 10 to 12 per cent. of copper would pass through the furnace without being reduced. It may, however, be well to state for his information, that both the acids and heat are found, separately and conjointly, to reduce the copper ore as generally found in Cornwall; and the small per centage of the slags from the smelting furnace is a sufficient answer to his assertion of heat making no impression on "the metallic salt of copper." I would take the liberty of suggesting to him the use of the common blowpipe, for the purpose of substantiating his experiments before submitting such extravagant assertions to the public, and the result, I think, will satisfy him of the incorrect basis on which they are founded. With regard to the ores of tin, I beg to inform him, that the only ore found in sufficient abundance for smelting purposes, is an oxide; and that the produce of pure metal, obtained from the furnace, is pretty much on a par with the produce by assay, before the operation is undergone, with a very trifling loss in the slags. The process of smelting tin ores is exceedingly simple; the carbonaceous matter used as a flux in their reduction, combining with the oxygen of the ore, which is consequently left in a metallic state, and only needs a subsequent refining to be merchantable. In conclusion, the discovery of "Benbacula" appears to be one which a trifling acquaintance with the subject would tend to throw a great doubt upon, and which appears to require a more explicit communication, based on an acquaintance with the principles of smelting, and the composition of mineral bodies, to confer any benefit at all on the mining interest. I am, Sir, your very obedient servant,

Sept., 1835. SCRUTATOR.

TOWED TEAGUE.

To the Editor of the Mining Journal.

SIR,—There can be no doubt of the value of your Journal to the merchants and capitalists of Europe. Presuming on your wish to give every kind of information, would you inform the holders of shares in the "Towed teague Mining Company," set on foot about April last, whether any thing is or is not doing in it? Many shares have been taken, but owing to the great absorption of capital, from the Spanish-market panic, soon afterwards, this undertaking seems to have been abandoned. If it is a good one, it will meet its level at a better opportunity, or when more money for speculation is thrown into the market. It would be better for the directors to pay off the shares already taken, which seems to be the wish of nearly the whole of the holders of them. Many applications have been made, and nothing done. The money is lying at the bankers, Veres and Co., *doing nothing*, and those who have paid it, getting nothing for it; when at least some interest might be had by embarking it *otherwise*. If the shares are paid off, it would give a good appearance of the respectability of the direction, and at a more auspicious moment the present holders might embark their capital again. If you can add a word in your Journal on the propriety of advising the immediate paying off of the shares, you will much oblige a reader of your Journal, and

Cornhill, Sept. 29, 1835. A SUBSCRIBER TO THE TOWED TEAGUE.

WHEAL BROTHERS.

To the Editor of the Mining Journal.

SIR,—A paragraph having appeared in your paper of the 29th ult. under the head of "Notice to Correspondents," in which you have made use of my name, I deem it my duty to inform you on behalf of myself and brother Directors, that while they have afforded every possible information to the Shareholders who have applied at the office, both as to the present workings and future prospects of the mine, and though nothing like concealment has existed, they have a decided objection to the weekly reports being published. I remain, your's, &c.

26, New Broad Street, Oct. 2, 1835. J. E. HARRISON.

GLACIERS.

The Glaciers serve as the vehicle of transport to enormous masses of rock; they who have not seen these phenomena can form no idea of their magnificence. They consist of enormous masses, or rivers, or as the most considerable of them are termed in the inflated language of France, seas of ice, *mers de glace*, formed in the valleys of the higher regions of the Alps, from the subsidence and partial dissolution of the mass of snow, which, as is well known, at a certain height, varying with the latitude of the place, perpetually covers the sides and summits of lofty mountains. These have accumulated to a vast extent, and have gradually advanced into the lower valleys, into the region of cultivation, where they have become permanently located in the midst of corn-fields and orchards, and there, with chilly aspect, defy the rays of the southern sun. In the Alps alone there are 130 square leagues of this icy territory, and all other great mountain-chains present the same phenomena. The *Mer de Glace* of Mont Blanc, the most remarkable glacier of the Alps, is 12 or 14 miles in length, with an average width of about a mile, and fills, to the depth of several hundred feet, a deep gorge, or depression in the side of the mountain. Viewed from above, it can be compared only to a turbulent river of dazzling brightness, whose waves are tossed about in the wildest confusion, nothing but motion being wanting to complete the illusion. If any one who has seen the ocean in a storm, can picture in his imagination the effect of a sudden consolidation of the raging mass of waters, when heaving in all its fury, he will have a faint conception of this singular scene. On a closer inspection, it is found to consist of deep ravines, and irregular ridges, and masses of ice of adamantine hardness, bearing enormous fragments of rock on its surface, and traversed in every direction with fissures or chasms of awful depth, the chilly grave of many an adventurous traveller. Some lines of a modern poet well describe a glacier:—

"Wave upon wave! as if a foaming ocean
By boisterous winds to fierce rebellion driven,
Heard in its wildest moments of commotion,
And stood congealed at the command of Heaven.
Its frantic billows chained at their explosion,
And fixed in sculpture! here to caverns riven,
There petrified to crystal, at his nod,
Who raised the Alps an altar to their God."

As a geological agent, its effects are considerable. The vertical masses of granite and *schistose* (slaty) rocks, which undergo disintegration from the action of the elements, fall in large masses upon the surface of the glacier, and are carried along with it by the slow and imperceptible, but irresistible motion, varying with the inclination of its rocky base, which it has been proved to have. In this manner huge fragments of inaccessible rocks from the very summits of the mountains are conveyed many miles to the verge of the glacier, whence they are precipitated, with vast masses of congealed snow, into the valley beneath, occasioning in their fall, the phenomena of avalanches, those "thunderbolts of snow," whose reverberations make the mountains tremble: here they meet with the torrent, by which lashed, broken, and comminuted, they are transported to a great distance; for out of the dark icy caverns of the glacier, rush with full grown vigour, some of the mighty rivers of Europe; the Rhine, the Rhone, the Po, and the Arve. In the northern regions of the world, this agent is infinitely more active, and we there find it engaged in carrying out to great distances at sea, enormous rocks and earthy masses. Thus, on the frigid coast of Greenland, the glaciers, which in the Alps descend into the elevated valleys, come down in the same manner to the level of the ocean, into which they are precipitated by accidental circumstances, and from their less specific gravity float off, and sail with their heavy cargo wherever winds and tides impel them. The northern seas are full of these icebergs, as they are termed, and they have been known to stray as far south as the Madeira isles, and Captain Scoresby states that he has seen masses of rock borne on these icy islets, which would weigh from 50 to 100,000 tons.

LAWRANCE'S GEOLOGY.

THE COMET.

According to the calculations of the ephemerides of the comet, that erratic globe must become perceptible to the eye in a few days. The following details, by Mr. J. Jump, professor of astronomy, &c., will be found usefully interesting at this moment. The comet will be at its nearest to the earth on the 9th of October: its distance being little more than one-fifth of that of the earth from the sun, which is nearer than ever. Venus approaches us by one-fourth of her shortest distance. Between the 3rd and 10th of October, the comet being within 42 degrees of the North Pole, does not set below the horizon of Paris. Its place, from the 25th to the end of the present month, is from 12 deg. to 8 deg. in advance of the star Castor, in the constellation of the Twins. On the 29th, a few minutes before 11 at night, and due north east, the comet and the two stars are in one perpendicular, the comet being uppermost, at 15 deg. above the horizon. Castor at 6 deg., and Pollux just risen; they retain this vertical position two or three hours. On October 3, at seven in the evening, the comet is due north at an elevation of 7½ deg. It is all right in the eastern hemisphere, its place being easily found by imagining a line drawn from Procyon through Castor to the Pole; the site being about two deg. on the east side of that line, and as far from Procyon, or about half way between the latter and the Pole. The Polar distance of the comet being 41 deg., it passes vertically over Paris between seven and eight in the morning of the 4th. In the night of the 7th, the comet forms nearly an equilateral triangle with the two pointers of the Great Bear, the comet being in advance (that is, rising before them), the pointers will be seen westward of north till 10 o'clock, eastward of north after ten. Its Polar distance at midnight is 31 deg. In the night of the 9th, the comet is within 1 deg. of a remarkable star (Aliath), in the Great Bear, that nearest to those which, together with the pointers, form a sort of square, commonly called the First Star of the Tail. Aliath will be westward of north till a quarter past 11, eastward of north for the rest of the night. After the 9th of October, the comet passes rapidly southward.—*Galignani's Messenger.*

Halley's comet was for the first time distinctly seen at this place (Observatory, Kensington) with the naked eye, on Friday the 25th ult., having at the time (half past ten o'clock) only about 12 degrees of altitude. On Thursday night it was in the neighbourhood of the small stars 59, 60, and 61, Aurigæ, and which stars are not much out of the line joining the above-mentioned stars, and form nearly an equilateral triangle with 58 and 60 Aurigæ; which last star is nearly in a line with the well-known stars Castor and Pollux, being twice as distant from the former as Castor and Pollux are from each other. Yesterday it was nearly half way between the group 59, 60, and 61, and the star 58 Aurigæ.—*Letter from Sir J. South.*

ON THE NATURE AND ORIGIN OF COAL.

There are three different substances to which the name of Coal has been given. 1. *Lignite, or Fossilized Wood*, in some places retaining its texture very distinctly, and passing, by a series of gradations, from this state to

that of jet. Bovey Heathfield, in Devonshire, affords a good example of this deposit; and similar beds may be found on the banks of the Rhine between Cologne and Bonn, as also in the basaltic area of the north east coast of Ireland. 2. *Anthracite, or Stone Coal*, a substance destitute of bitumen, occurs in the continent in mica slate, and other primitive rocks. In the transition slates of Derbyshire, anthracite also occurs. Carbonaceous matters of this kind can never be profitably worked so as to become objects of statistical interest. 3. The proper coal measures, called the *Independent Coal Formation*, by Werner, from its occurring in insulated basins. This great carbonaceous deposit is interposed between the mountain limestone and old red sandstone below, and the saliferous or newer red sandstone above. Coal is a peculiar compound of carbon, hydrogen, and oxygen, in which the first principle greatly predominates. A little azote is also generally present. Some coals, when distilled, at a red heat afford a considerable quantity of bitumen or tar, others, such as blind coal, afford none, and burn without flame. The bitumens, petroleums, and napthas contain more hydrogen, and less oxygen than coals do. Dr. Macculloch has shown, that the substances produced from wood, exposed under pressure to the action of fire, are not true bitumens or coal, as had been supposed by Sir James Hall, but forms of a peculiar compound, resembling indeed the bitumens in colour and inflammability, but essentially different in many respects, containing more oxygen than the true bitumens. He calls this artificial body *bistre*, a name commonly given it by artists. By a series of experiments on peat and various lignites, their gradual progress of bituminization was ascertained. In jet, the extreme term of the lignite series, no chemical difference from coal existed, except that it afforded acid in distillation, instead of ammonia or volatile alkali, which is a product of true coal. We have evidence indeed, that the action of water on turf or wood is sufficient to convert them into substances capable of yielding bitumen in distillation. The same action operating during a longer period may have probably produced a change on the brown coal of Bovey. From this to the harder lignites, surturbrand, and jet, the transition is so gradual that water may possibly effect the bituminization in all these varieties:—"nor is there aught in this change," says Dr. Macculloch, "so dissonant from other chemical actions as to make us hesitate in adopting this cause. By the application of heat, under compression, to jet, it seems to fuse into a substance like true coal." The incipient stage seems, therefore, the work of water, the final one, of fire. Whether these two agents have been conjoined by nature in her great coal formations is altogether uncertain, and must be left to future enquiry. Certainly, that hypothesis which traces the change to water alone is the preferable. Had fire been an agent extensively or generally employed, it is difficult to conceive why it did not at the same time consolidate the shales and sandstones. The coal districts exhibit no unequivocal tokens of igneous agency, except where they are traversed by whin-dykes. The great chemical argument appears to be, that the coal exhibits exactly the same results as the most decided lignites, the process being merely further advanced. Iron pyrites are often disseminated in great abundance among the coal. I have examined with great care many specimens of coals of the purest quality, and have always found in them more or less iron.

When we see the multitude of reeds filled and surrounded with sandstone, having their thin scaly bark converted into a true coal, it is impossible to doubt of its vegetable origin. The same thing is true of the impressions which are very frequently found in the slate clay, completely reduced to the state of common coal. When, in the coal measures, we observe the vestiges of vegetables becoming more numerous in proportion as we approach the strata of coal, and as the formation becomes more carbonaceous, it is difficult to avoid thinking that they must have existed in a still greater quantity in the coal seam itself. If they are no longer perceptible there, it is owing to chemical agents, operating on these masses of plants, entirely decomposing them, and rendering their remains indiscernible; plants *have* been there, but coal has replaced them. It is, therefore, natural to conclude that they have been transformed into this substance, especially as observation and chemistry concur to show the possibility of this transformation. But did woods, uprooted forests, and shattered trees, produce the strata of pit coal, as they undoubtedly produce the beds of lignites found in so many places? This is not maintained. The vegetable matter that produced the coal was probably reduced to a pasty state, and elaborated by suitable agents, amid the tepid waters of the primeval globe, in which semi-fluid form it was deposited in the earthy strata where it is now found. The thin layers of coal, which though but one or two fingers breadth thick are plane seams, which reach to a considerable extent; the form of a great many of the ordinary beds, whose opposite faces are perfectly parallel through a near space, refute the notion that these beds are merely heaps of trees promiscuously crowded together. It would seem rather that the coal has been semi-liquid at the moment of its deposition, and has then settled down as a precipitate or deposit. How otherwise can we account for those narrow fissures observed in Lusace, less than an inch thick, which are filled with coaly matter, constituting true coal veins? How could these small veins of coal, which sometimes traverse the sandstone strata have been introduced unless their substance had been originally fluid? How otherwise could the numerous bituminous schists which occur in the coal measures get impregnated with so great a quantity of liquid coaly matter? How could the earthy beds, which serve as roofs or walls, have imbibed that same substance? Finally, how otherwise could the substance of the coal seam have acquired that homogeneous substance and texture, as well as the faculty of cubical division into something like crystalline forms. What kind of vegetables have chiefly concurred to the formation of coal? Judging from the remains found in the coal measure—the only good ground of judgment—we must conclude that they were reeds, ferns, and other aquatic plants, similar to those that have left their impressions in the slate clays. It deserves to be remarked that reeds have always left a coaly impression on the shales and sandstones; but in the impressions of other plants, the colour is no deeper than in the adjoining stone. On contemplating the impressions of such delicate leaves and ferns, with their parts in perfect preservation, and no wise crumpled; on observing the reeds quite straight, and in their primitive position, we conclude that all these plants could not have been much drifted and tossed by the waters, but that they now lie near their native bed. In what degree the action of sulphuric acid, or sulphate of iron, producable from the pyrites so generally distributed in coal measures, has contributed to the conversion of wood into coal, we have no satisfactory data to determine. The quantity of ammonia which coals afford in distillation, has led some chemists to suppose that they are, at least in part, a product of the decomposition of animal bodies. It is possible that these may have contributed slightly, but when we see several plants, such as the crucifors family, yield ammonia, we need not press the argument for its animal origin. The bituminous schist of Thuringia, which contains so great a quantity of fishes, crushed and even converted into a species of coal, and which is occasionally used for fuel, demonstrates the possibility of that carbonaceous transmutation. The coal of Pomiers, in Dauphiny, yields on distillation a large quantity of ammonia. It contains numerous sea-shells, and even bones of marine animals, to which probably some of its substance is due. But as this does not occur in a genuine coal formation, it cannot be regarded a true pit-coal. It is clear, however, that animal matters are convertible into something very like coal. That carbonaceous matter is also an original constituent of the mineral kingdom, is sufficiently obvious from the existence of plumbago, or nearly pure carbon, in the middle of gneiss, mica-slate, and other primitive rocks. Anthracite, or stone coal, is found disseminated in the quartz and barytes of the metallic veins of Konysberg, localities where it cannot be ascribed to the decomposition of vegetables. Besides, what a vast magazine of carbon is locked up in limestones, under the form of carbonic acid. To the vegetable origin of the coal measures, the great quantity of carbon contained in them appears a formidable objection. In spaces of no large extent, 30, 40, or even 60 strata, or seams of coal, occur, separated by layers of sandstone and schistose clay. Could this succession have been possible had the plants remained in the place of their growth? Whence could proceed, at regular intervals, that quantity of herbaceous plants which has produced the 61 seams of the coal basin of Liege? We must bear in mind, however, the vigour of vegetation that prevailed in these latitudes on the antediluvian globe. Of this fact the fossil vegetables now found in our coal measures are ample testimonials. The phenomena of basaltic veins and beds penetrating all the strata, even the chalk, or cretaceous limestone, prove that during the whole interval, from the creation to the deluge, the antediluvian ocean, under which these basalts were generally protruded, must have experienced violent agitations, which would throw up the waters over its shores, and sweep down with the reflux the prolific vegetation into their sandy bed. Here the high temperature of the seas, indicated by the fossil remains of crocodiles and turtles now found in our shell strata, would rapidly decompose the submersed plants into a bituminous paste, where it would be soon covered with a layer of sand. In this way, we may imagine how coal measures, even to the extent of Liege or Newcastle, may have found successive beds of vegetable material during the period that elapsed between the creation and the deluge. We must not, however, limit to that interval the conversion of the buried vegetable bodies into coal, for unquestionably that coal might go on progressively ripening during many subsequent ages, by aqueous percolation.

One of the richest deposits of coal that is known, forms the nearly continuous series of coal basins placed in a belt of about 150 miles long and 6 miles broad, which crosses the north of France, containing the coal mines of Valenciennes, Condé, Mons, Namur, Liege, &c. They produce annually more than 70 millions of quintals of coals, worth 30 millions of francs, and they employ 35,000 colliers. Their beds have a direction similar to that of the band, they are of an uniform nature, accompanied with the same sandstone and schistose clays. They present similar foldings, and every thing indicates that they are parts of one whole, which extends beyond the Rhine to Osnabruck. The coal mines in the neighbourhood of Newcastle put out annually more coal than the whole of the above French district, namely, 2,355,000 London chaldrons, according to Mr. Winch. M. Villefosse, in his *Traité de la Richesse Minerale*, estimates at little more than double the above amount the product of all the coal mines of England, a quantity certainly too small. Germany contains several great deposits of coal, particularly in Thuringia and its neighbourhood, in Saxony, Bohemia, and Silesia. Coal is very rare in the north of Europe, in Sweden and Norway, countries so rich in mines of other kinds; Spain and Italy possess almost none. Coal exists in China in considerable quantity, and perhaps there is no country in the world richer in coal than the provinces of Chensi, Chansi, and Petcheli, says M. Panser, in his Mineralogy of the Chinese Empire. Mr. Maclure informs us, that to the west of the Alleghanys there is a formation of coal most extensive and regular. Its beds are from one to six feet thick, and are placed, to the number of 20 or 30, over each other. They alternate with sandstone, schistose clay, and clay containing iron ore.—Dr. Ure.

Diffusion of Heat over the Globe.

It is now well ascertained that zones of equal warmth, both in the atmosphere and in the waters of the ocean, are neither parallel to the equator nor to each other. It is also known that the *mean* annual temperature may be the same in two places which enjoy very different climates,—for the seasons may be nearly uniform or violently contrasted, so that the lines of equal winter temperature do not coincide with those of equal annual heat or isothermal lines. The deviations of all these lines from the same parallel of latitude are determined by a multitude of circumstances, among the principal of which are the position, direction, and elevation of the continents and islands, the position and depths of the sea, and the direction of currents and of winds. On comparing the two continents of Europe and America, it is found that places in the same latitudes have sometimes a mean difference of temperature amounting to 11 deg., or even, in some cases, to 17 deg. Farhenheit, and some places on the two continents, which have the same mean temperature, differ from 7 deg. to 13 deg. in latitude. The principal cause of greater intensity of cold in corresponding latitudes of North America and Europe, is the connection of North America with the polar circle by a large tract of land, some of which is from 3,000 to 5,000 feet in height, and, on the other hand, the separation of Europe from the arctic circle by an ocean. The ocean has a tendency to preserve every where the mean temperature, which it communicates to the contiguous land, so that it tempers the climate, moderating alike an excess of heat or cold. The elevated land, on the other hand, rising to the colder regions of the atmosphere, becomes a great reservoir of ice and snow; arrests, condenses, and congeals vapour, and communicates its cold to the adjoining country. For this reason Greenland, forming part of a continent which stretches northward to the 82 deg. of latitude, experiences, under the 60th parallel, a more rigorous climate than Lapland under the 72nd parallel. But if land be situated between the 40th parallel and the equator, it produces, unless it be of extreme height, exactly the opposite effects; for it then warms the tract of land or sea that intervene between it and the polar circle. For the surface being in this case exposed to the vertical, or nearly vertical rays of the sun, absorbs a large quantity of heat, which it diffuses, by radiation, into the atmosphere. For this reason the western parts of the whole continent derive warmth from Africa, "which, like an immense furnace, distributes its heat to Arabia, to Turkey in Asia, and to Europe." On the contrary, the north eastern extremity of Asia experiences, in the same latitude, extreme cold; for it has land on the north between the 60th and 70th parallel, while to the south it is separated from the Equator by the North Pacific. In consequence of the more equal temperature of the waters of the ocean, the climate of islands and of coasts differs essentially from that of the interior of continents, the more maritime climates being characterized by mild winters and more temperate summers; for the sea breezes moderate the cold of winter as well as the heat of summer. When, therefore, we trace round the globe those belts in which the mean annual temperature is the same, we often find great differences in climate; for there are *insular* climates in which the seasons are nearly equalized, and *excessive* climates, as they have been termed, where the temperature of winter and summer is strongly contrasted. The whole of Europe, compared with the eastern parts of America and Asia, has an insular climate. The northern part of China and the Atlantic region of the United States exhibit "excessive climates." We find at New York, says Humboldt, the summer of Rome and the winter of Copenhagen; at Quebec, the summer of Paris and the winter of Petersburg. At Pekin in China, where the mean temperature for the year is that of the coasts of Brittany, the scorching heats of summer are greater than at Cairo, and the winters as rigorous as at Upsala. If lines be drawn round the globe, through all those places which have the same winter temperature, they are found to deviate from the terrestrial parallels much farther than the lines of equal mean annual heat. The lines of equal winter in Europe, for example, are often curved, so as to reach parallels of latitude 9 deg. or 10 deg. distant from each other, whereas the isothermal lines, or those passing through places having the same mean annual temperature, differ only from 4 deg. to 5 deg.—*Lyell's Geology.*

Land-slip near Larne, in the County of Antrim.

About a mile south of *Larne*, in the county of Antrim, at a place called the Bank, a singular land slip took place in the month of January, 1834. The west side of Larne lough is bounded by one of those mural escarpments of rocks so peculiar to the Antrim coast. The summit stratum is basalt, overlying chalk and green sand, under which a stiff blue clay crops out, extending for several hundred yards beyond the escarpment. This is covered with debris from the rocks above, forming a talus; and, being the vegetable soil, this talus has a considerable angle, and is bounded by a road, which is so close to the water, that for a short way, and at the place where the slip was greatest, it merely separates the talus from the beach. On the evening of the 17th January there was a slight appearance of motion in the ground, and, during the night, a line of barns was completely destroyed; the northern boundary of the slip passing through them. The motion continued for two or three days; and, during that period, it might have been at times perceived by an observer regarding a fixed object, and comparing with it the position of any object or point in the slipping ground. At the termination of the event the talus had completely altered its inclination, and from a very great slope it had fallen down into a nearly horizontal position. It appeared to be torn from the mural cliff, and afterwards left below, displaying, at the greatest dislocation, a fall of about twenty feet. From the upper part down to the beach, there was a total alteration of the surface, former elevations having been depressed, and hollows having been raised up. At the highest point the ground had not slipped very far, perhaps a fall of four feet being the extent of the depression; but this sinking increased towards its northern extremity, where the fall had been greatest. Between the cliff and the road there had been a great number of parallel, or rather concentric rents, of trifling depth. These were very numerous in the middle of the ground. A narrow road, running through these rents to a quarry in the cliffs, was very much dislocated, and the chalk gravel, of which it was composed, was so loosened that the road seemed as if artificially broken up. At the southern end of the slip there is a remarkable depression; a part of the ground, about six or eight feet wide, having fallen down about four feet, leaving a perpendicular bank on each side; but, with the exception of this, the disturbance at the southern end is very trifling. The great dislocation is towards the northern boundary; and it is fully exemplified in the alteration of the highway, which has been shifted nearly twenty feet from its position at the barns, which were shattered, as mentioned before. It is evident that the upper part of the mass having pressed, by its fall, upon the lower, a crushing or squeezing of the ground next the road took place; this squeezing not only pushed the road nearer to the beach, but it also raised it up; and the lateral weight or pressure increasing as the slip advanced, the beach became the most affected of all the parts of the ground. Here the squeezing was so great, that a bank was formed at one place nearly twenty feet high, at which place the beach had been previously covered by the tide at high water. This bank resembled a wharf or quay, and could have been easily converted to that purpose by driving piles along its face, to prevent its materials being washed away by the action of the sea. The relative depth of the water was so increased, that this was a matter of great practicability. Between this elevated beach and the highway there is a small hollow, like a pond, that has been caused by the accident—this has been filled with rain water. The road was so much affected at first that it was quite impassable; the hedges were thrown out of their places, and the trees had their roots bared by the dislocation.—*Trans. Dub. Geo. Soc.*

Paper-making from Bog-peat.

A paper upon this subject was read by Mr. Mallet, at the Dublin Association Meeting, from which we take the following extracts:—A cheap and yet good substitute for hemp-rags for the purpose of affording a pulp fit for paper-making has long been a desideratum with the manufacturer. It has now been ascertained that the top surface of bogs is usually covered with living plants, chiefly mosses, heaths, and certain aquatic plants, and immediately beneath this lies a stratum varying from only two or three inches to four or five feet, according to the state of drainage of the bog, of a spongy, reddish-brown, fibrous substance, consisting of the remains of vegetables, similar, usually, to those living on its surface, in the first stage of decomposition. The chemical state of this stratum is nearly that of some of the papyri found in moist places in Herculaneum; that is to say, having long been exposed to the action of water, at nearly a mean temperature, the vegetable juices have nearly all been converted into ulmingeine or impure extractive matter, and the fibres remain nearly untouched, together, probably, with some of the essential oils of the original plants. It therefore seemed, that if these fibres, which were apparently sufficiently fine for the purpose, could be separated from their colouring matters, that the object would be nearly, if not entirely, attained; to this, therefore, attention was directed, and was attended with success. By a process which is minutely described, it is calculated that about eighteen pounds weight of pure white fine pulp may be procured from 100 weight of the raw or native turf. This species of paper has been found to have certain properties of great value. When once perfectly dried, it becomes insoluble in water, and therefore is not in the least deliquescent, but it is still soluble in alkalies; thus possessing two properties eminently fitting it for the uses of the paper stainer and the scene-painter. It is perfectly miscible with gum, mucilages, and with oils. It is worthy of remark, that the substance proposed being used for all the above processes, is the worst turf for burning; so that the material which is worst, and nearly valueless as fuel, is the best and most valuable, by a fortunate coincidence, for the manufacturers. Ireland has two millions of acres of bog (of which 1,300,000 are susceptible of drainage and cultivation) and if it should be convertible into so many useful articles of consumption, how prodigious must be the sources of employment and improvement which it will open to the view of the statesman and philanthropist.

RAILWAYS.

Newcastle and Carlisle Railway.—The depth of the cut through the Cowran Hills, for a considerable distance, is 120 to 130 feet. Other objects well deserving the notice of travellers, are the two splendid viaducts at Corby Beck and Wetherall. The latter, which crosses the river Eden about four miles from Carlisle, consists of five arches, and its height, including the battlement, is 104 feet.—*Preston Chronicle.*

The Midland Counties Railway.—We are informed that the whole of the capital necessary for the formation of the proposed Midland Railway, from Rugby, where it is to join the London and Birmingham line, to Leicester, Nottingham, and Derby, is subscribed, and that application for a bill will be made at the commencement of the next session. The total capital is £600,000, of which £60,000 have been subscribed in Liverpool, and not less than £320,000 in Manchester, and that in a few days. This is a remarkable instance of the manner in which the wealth of one district is made to add to the wealth of another, and so far as Manchester is concerned, a very striking proof of the change which has taken place in the estimate of the value of railways, both as a means of communication, and as investments for money, since the formation of the Liverpool and Manchester Railway, when they were regarded as little better than Liverpool bubbles. It is proposed ultimately to extend this line through Derbyshire to Sheffield, and thence to the Leeds and Selby line at the former of those towns. Should this plan be carried into effect, there will not only be direct lines of steam communication between London and Liverpool, but between London and Hull, as there are already steam boats on the Humber between Selby and Hull, and upwards of £140,000 has already been subscribed towards forming a railway between those two places. Since the first part of this paragraph was written, we have learnt that the project of forming a second Midland Railway from Coventry to Derby, by way of Leicester and Nottingham, with a view of afterwards extending it through Sheffield to Leeds, has been abandoned, so far as that part of the line which lies between Coventry and Derby is concerned, so that there will be no clashing of interests between the two companies. The second company has, however, formed very respectable committees in London and at Leeds, and will no doubt carry on the line from Derby to the Leeds and Selby railway. We hope that such arrangements will be made between the two companies as will also prevent any clashing of interests on the Derbyshire and Yorkshire portions of the line. There is ample room for both companies between Warwickshire and the West Riding of Yorkshire, without any mischievous rivalry or ruinous competition.—*Liverpool Times.*

Rapid Travelling.—Dr. Lardner, in his evidence before the Great Western Railway Bill Committee, thus narrates a specimen of travelling within his own experience:—"I was descending the slope of 1 in 96 on the Manchester railway with a train of goods; the engineer let the train run down for a considerable time without the break, and we obtained a velocity that appeared to me to be exceedingly dangerous. I ordered him to apply the break, but the break totally failed; it was burnt. A signal was made to us by the road police to stop, but the train did not stop for a considerable distance from the foot of the slope. When we descended we found that the wheel of one of the waggons had broken, so that both wheels dragged along the rail during the descent, forming a more powerful break than the common breaks, and notwithstanding this the train went down with the furious velocity of from 40 to 50 miles an hour!"

Gloucester and Birmingham Railway.—We have it in our power to announce that the railway from Gloucester to Birmingham is likely to be carried into effect. Deputations from Birmingham and Gloucester have met at the Star Hotel, in this city, to discuss the subject. These deputations consisted of gentlemen of great influence, whose character forms a guarantee for the spirited prosecution of the project. A plan of the line was produced, and appeared to be generally approved, though it is of course subject to such variations as circumstances might render expedient. We do not profess to know the line accurately, but we believe it will pass near Cheltenham and Tewkesbury, within two miles of the eastern side of Worcester, and within one of Droitwich. The estimated expence is 750,000*l.*—*Worcester Journal.*

Proposed Railway between Cheltenham and Swindon.—On Monday last a meeting of several influential gentlemen took place in this town to consider the propriety of forming a railway between Cheltenham and Swindon, to effect a junction with the Great Western Railway. W. Hyett, Esq., was in the chair, and considerable discussion took place. It was, however, ultimately agreed that an investigation into the practicability of the line should be instituted, and that subscriptions to defray the necessary preliminary expences should be entered into in this town, Gloucester, Stroud, and Cirencester.—*Cheltenham Free Press.*

London and Blackwall Railway.—The importance of a railway from London to Blackwall, with branches to the East and West India Docks, has for some time engaged the attention of the mercantile world; the numerous accidents which are daily occurring on the river between London Bridge and Blackwall has called for the interference of the Legislature, and though several suggestions have been made for remedying the evil, none appears so likely to effect it at the detention of the steam-packets at Blackwall, where passengers would be landed and conveyed to London by the railway in ten minutes. The principal objects of the undertaking are to carry passengers and goods to and from the East and West India Docks and Blackwall, and for erecting a pier at Blackwall, to land passengers, which can be effected at all times of the tide. The eminent engineer, George Stephenson, Esq., has been consulted to construct a line, and his report is highly favourable, and such as warrants the support of the public, and justifies the high expectations that have been raised by the shareholders.—*Times.*

The directors are prosecuting that undertaking with great spirit, and there is no doubt their efforts will be crowned with success, and the inhabitants of the east end of the town will have a quick and immediate communication with the metropolis. It is not generally known that the Commercial-road is held by a monopoly to which every tenement pays an annual tax. It was not until 1828, when Mr. Browne applied for a rail-

way to Blackwall, that the proprietors of the Commercial road made the present improvements, but the enormous toll on the road and tax on the inhabitants, instead of benefitting the east end of the town and Poplar, operates as a detriment to the improvement of that neighbourhood. By the London and Blackwall railway the inhabitants will be materially benefitted in consequence of the great influx of trade and company, the steamers taking in their cargoes and passengers at Blackwall, and from the cheapness of the dock dues, and the opportunity of the docks of depositing the goods in London, there is no doubt the East and West India Docks will command a great portion of the shipping, and resume their pristine vigour.—*Morning Chronicle.*

Hull and Selby Railway.—The sum of £140,000 has been subscribed towards the formation of the proposed railway between Hull and Selby.

Bodmin and Wadebridge Railway.—It is in contemplation to extend the Bodmin and Wadebridge railway from Wrenford bridge to Camelford, passing through the granite quarries. This extension will be about six miles in length.—*Plymouth Herald.*

Great Western Railway.—The number of applicants for the 5,000 Reserved Shares were to the extent of 14,308. At this we are not surprised; for not to advert to the opinion entertained by many of the success of the success of the undertaking. Premium hunters are always to be found.

Leeds and Selby Railway.—This great public work has now been twelve months in operation, with all the success that was anticipated from it. The increased travelling between Leeds and Selby, owing to the increased despatch and the reduced expense, is almost incredible. Formerly, the number of passengers going and coming by coach, during the summer, did not exceed 400 weekly, while, during the present summer, the average number by the railway has amounted to 3,500 a week, showing an increase of *nine fold.*—*Sheffield Iris.*

Railways.—We have perused with much pleasure the prospectus of a railroad to be made from Gateshead to South Shields and Monkwearmouth, for the purpose of forming a junction with the Newcastle and Carlisle, Blaydon and Hepburn, Stanhope and Tyne, Durham, Junction, and Hartlepool Railways, connecting thereby the German Ocean with the Irish Channel. Among the Directors and Shareholders of the present undertaking, will be found the names of several gentlemen connected with the direction and management of the Stanhope and Tyne Rail Road Company. The unprecedented short space of time in which this grand work was completed cannot do otherwise than inspire confidence in the minds of the shareholders in the present undertaking, that the zeal and activity displayed in the Stanhope and Tyne Bail Road will be extended to the present spirited enterprize.

Sale of Forfeited Shares in the Carlisle Railway.—The Directors of the Newcastle and Carlisle Railway met for the purpose of opening the tenders for the forfeited shares, amounting to 277. Tenders for 644 shares were delivered to the Directors; the minimum price having been fixed at £85 per share, all the tenders at a lower rate were rejected. A considerable number of tenders at various rates, from £85 up to £100 were accepted, and it will be seen from the advertisement in another part of our paper, that Friday, the 9th of October, has been fixed by the Directors for receiving tenders for the shares remaining undiposed of; the highest bid at or above £85 per share will be accepted. The cost of executing the whole of the line, it has now been ascertained by experience, will not exceed £8,000 per mile.

Railways in the United States.—To secure the trade of the Susquehannah, a Railroad has been projected from Baltimore, to strike that river in Pennsylvania, by the way of York; but what progress has been made in it we have not ascertained. The citizens of Baltimore had at various times expended many hundred thousand dollars in improving the navigation of the Susquehannah, lying within the limits of Maryland, by which they had enjoyed no small share of the trade of that river. This trade, however, they were losing, in consequence of the internal improvements of Pennsylvania, and of the Delaware and Chesapeake canal, and to regain it this road was projected.

Virginia.—As we proceed south, we find that Virginia also has her Railroads already in operation, and others in contemplation. In this State a Railroad has been constructed from the tide waters on James River, near Richmond, to the coal-mine in Chesterfield county, a distance of 13¼ miles. It was commenced in January 1830, and was in operation in July 1831; and was made for about 8,000 dollars per mile, and has been very profitable to the stockholders.

North Carolina.—A Railroad from Petersburg to Weldon on the Roanoke, a distance of sixty miles, has been in operation for about 2 years. In November 1833, there had been expended upon it 515,334 dollars, and its income for a year ending October 31st, 1833, was 37,574 dollars. This road was calculated to divert a part of the trade of the river Roanoke from Norfolk to Petersburg. To prevent this, a similar road has been projected, and is now in progress, from Portsmouth to a place on the Roanoke, in North Carolina, opposite to Weldon, a distance of seventy-seven miles; the estimated cost of which is only 475,000 dollars. A company has also been lately chartered, to construct a Railroad from Winchester to Harper's Ferry, to meet the road from Baltimore to that place, and which will soon be completed. Virginia has also contemplated to secure a share of the western trade, by connecting James River with the Ohio, by the way, of Great Kanaway. A company has been for some time formed to effect this great object, by connecting the rivers with canals or Railroads. The expense has been estimated at somewhat more than 8,000,000 dollars, but the whole of the Stock, it is believed has not yet been taken up.—*Chambers' Journal.*

TO CORRESPONDENTS.

Scrutator's letter is inserted—and we are pleased to find that our columns of communications from correspondents are likely to excite interest. They are at all times open to any suggestions of improvements in matters connected with mining.

A Subscriber to the *Towed Teague* is informed that, as we presume the directors have failed in raising the amount required, the objects of the company may be considered as abandoned. We conceive that the provisions of the prospectus contemplate the raising the full capital by a division into a certain number of shares, which, if not subscribed for in full, (of which we have no means of acquainting ourselves,) the directors will doubtless, on application, return the amount subscribed. We know of instances in which the whole amount of deposit has been returned (we think in fairness such should invariably be the case) and of others where deductions for the expenses of the failure of the *projectors* have been made.

Wheal Brothers.—We insert Mr. Harrison's letter, and trust that the arrangements we have made will preclude the necessity of our further having occasion to trouble the board—*their* decided objection, however, is no proof of there being an impropriety in inserting the weekly reports; the publicity given to which through the Mining Journal affords information to share-holders absent from town and to those who may be induced to embark in adventures of a like nature.

"Traditionary Fragments of Mining History."—On the eve of going to Press we received an intimation, that in "Capt. Joe" a *personal* allusion is made to a Gentleman with whose name, however, we have not been favoured. As we should be the last, wittingly, to admit any article which might be construed as of a personal nature, we have delayed the insertion of Chap. II. (which from its matter would, if correct, completely identify the party), until we have satisfied ourselves on the subject. We must confess we treated the paper as a light and amusing trifle, at the same time there is much truth in it which might apply to more than one.

Mining Statistics.—The Cornish mines will be resumed in our next number. The important mines of Veta Grande and Himmelafurst appear together this week, as affording means of comparison which occupy our space.

Hour of Publication.—It is with extreme regret that we have again to apologise at the late hour which the present number of necessity appears. Circumstances have, contrary to our expectations, prevented us from carrying into effect our promise and intentions. In our pages will be found an increase of valuable information, including the quantities of ore *purchased* by the various companies, as also the particulars of ores sold at Swansea, both being information received by this morning's post, and which, with other matter has required particular attention, while other unexpected delays have arisen. This will, however, we pledge ourselves, be remedied before the appearance of our next number.

The communication of "an Adventurer in East Pool Mine" in our next.

THE MINING JOURNAL

AND COMMERCIAL GAZETTE.

LONDON, October 3, 1835.

Indebted as this country is, in a great measure, to its metallic products for its national wealth it has been ever a matter of surprise and regret that we should be without any School of Mines or, indeed, *any* medium whereby information may be obtained by the miner, while Germany and Hungary boast of their colleges of Freyburg and Schemnitz, which are often visited by those interested in the mines of this country, who possess the pecuniary means of obtaining the information they desire. One of the purposes of the *Mining Journal* is to draw attention to this subject, and willingly shall we lend our humble aid to advocate any measure which may be deemed advisable for accomplishing this very desirable object.

In the year 1829, John Taylor, Esq., the treasurer of the Geological Society, a gentleman of much research, and whose connection with the mining interests, and important position in society, as associated with that branch of our national industry, are so well known and appreciated, drew the attention of those interested in the formation of an establishment of this nature to the subject, in an able article which appeared in the "Records of Mining;" and, as we shall avail ourselves in a future number of that gentleman's suggestions and opinions, we trust that we may also rely on his co-operation in effecting so important a measure. Already have we sketched an outline which it was our intention to have submitted to the consideration of our readers, confidently calculating on their support and encouragement; but as we are anxious that it should be as perfect as circumstances will admit, we invite our correspondents, and all those who may feel a desire, not only to promote the interests of science, but also those of the labouring miner, to favour us with such suggestions as they may deem of value, which will meet with the most earnest and careful attention.

The vast incomes derived by those who are in receipt of rents, royalties, and dues—the immense wealth acquired by the many who are alone indebted to the intelligence and labour of the practical miner, and others who are now receiving returns for their well employed capital—point out to us, that for aid in a pecuniary point of view, there is little cause to apprehend a failure; while the scientific world, and those who have been so much indebted to Cornwall more particularly, for the practical aid they have obtained in carrying on their proceedings in foreign countries, may reasonably be expected to contribute largely to promote its success.

The importance of a School of Mines in England cannot, perhaps, be better illustrated than by adverting to the fact, that in most mining operations abroad, we find that the direction is confided to an Englishman, whose knowledge is generally confined to that acquired from the exercise of his own judgment without any guide other than that of practical observation; and how are these services estimated? £500 to £1,000 per annum have been, and are now being, paid to practical men for their services, who would have been, and were content with one-fourth of that sum in this country. Had information been more diffused, and the class of intelligent and well informed miners thus increased, we should not now be dependent on the few who possess such advantages, when men of ability and talent, less favoured by circumstances, are precluded from exercising the powers with which they are endowed, simply from the want of means for aiding their development.

We shall not, on this occasion, dilate on the subject—it is one of considerable interest to which we shall in our next revert; and, we trust, that in the succeeding numbers we shall be able to lay before our readers a plan which, although not perfect, may be the means of establishing a School of Mines in England.

THE FUNDS.

CITY.—Friday Evening.

Much disappointment was felt on Saturday morning on the Royal Exchange, as well as about the Money Market, at the publication of the Specie Account by the Bank of England, by which it appeared that the balance of specie had diminished since the preceding month about £70,000.

The Foreign Exchanges having been in favour of this country for the last two months; it was generally believed that if no specie had been imported from the Continent, yet that the usual consignments received from South America remained in this country, and it was, therefore, expected that the official return of specie by the Bank in September, would have exhibited an increase of £300,000 to half a million.

This circumstance, although inconsiderable, combined with the foreign news of the week, has had an unfavourable effect on the price of consols—they opened on Saturday at 91⅛ ⅜; declined on Tuesday to 90⅝; and yesterday to 90½ ⅝, at which price they close this evening.

Money has been generally in demand, both in the Money Market and out of doors, upon bills and commercial securities, at 4 per cent. interest. Exchequer Bills and East India Bonds have also fallen, the former to 13s. 15s. and the latter to par or 2s. premium.

Upon the whole the decline of price, accompanied by an increased demand for money, has appeared somewhat extraordinary—the Commissioners of disputed West India claims having purchased on Wednesday about £200,000 consols, at 90¾, and the bank having also re-opened its loans upon stock and other securities, from 30th Sept. to 20th Oct.

The heaviness of the Money Market, and the fall of consols and exchequer bills are, however, very generally attributed to the quantity of money abstracted from circulation, and paid into the Bank on account of the West India Loan, and to the extraordinary delay which has taken place in paying off the undisputed claims.

It is, however, believed that some legal technicalities which had been interposed to delay the payment, have been since removed, and that about £1,500,000 will be paid on Monday and the following days to Jamaica and other claimants. Should this be the case it seems probable that money will again become plentiful, and that the Consols and Exchequer Bills will resume their former prices. Much dissatisfaction, however, is felt in the City at the cause of delay, and at the embarassment of the circulation, arising from the large sums locked up.

If the claimants have delivered in the necessary proofs, in justice to them the money ought to be paid without delay; if they are not entitled, the proceeds ought, in justice to the commercial interests of the public which are suffering by the abstraction of circulation, to be vested forthwith in stock or Exchequer Bills.

In the depression of prices during the week, the fall of Spanish Bonds attended by considerable variations of price, have been more than commonly remarkable.

Commencing with Saturday, Cortes Bonds were 44½, 45 On Monday they fell to 43¾. On the foreign account day (Wednesday), they opened at 42½, owing to heavy sales by speculators, who had made contracts payble on the account day. Being unprovided with the money, they were also unable to borrow upon the security of the Bonds, credit between the brokers and dealers in the Money Market being on a very limited scale since the panic in Spanish Bonds in May last. The prices rallied towards the close, and left off 43½.

The most considerable variations took place yesterday. At the opening of the market the Bonds fell to 41½, then to 39, leaving off 39½, 40. This fall took place upon a corresponding fall, advised from Paris, produced by the false and exaggerated rumours circulated more particularly by the French ministerial press. Rumours were also industriously spread here that a commotion had taken place at Madrid, that the Queen Regent had been forced to resign her office, and that the French ambassador had demanded his passports.

By advices arrived this morning from Madrid of the 24th, it appears that these and other rumours spread by the French papers are unfounded; that Madrid was tranquil, and that the appointments of Captains-General to four or five provinces, made by the new ministry were very popular. Spanish Bonds steadily rallied in consequence, and closed this evening at 41¼ 42.

The demand for money at an increased rate of interest, and the tendency to decline manifested since last week, are certainly to be attributed in part to the abstraction of the circulation, caused by payments into the Bank on account of the West India loan. They are, perhaps, more justly to be attributed to the general activity of trade and manufactures, which, however, appear to be generally in a sound and healthy state; but more than all, to the spirit of speculation which has been prevalent for the last two or three years, during which period large creations have taken place, consisting of Spanish and Portuguese loans, of the English West India loan, and of a large amount also of mining, land, bank and railway shares. The money market is unequal at times to the pressure of the quantities created, and like any other market encumbered with over production, it manifests occasional and marked symptoms of decline.

The other causes which have operated unfavourably during the week have been, the unsettled state of the Spanish ministry and politics; the disposition shown by the French ministerial press to give as unfavourable a colour as possible to news from Spain; to fabricate intelligence and run down the efforts of the patriotic party; and lastly, the meeting of northern sovereigns in congress at Töplitz.

This assembly is viewed with dislike and suspicion by the public in the west of Europe, if not by the governments; but the general opinion is that nothing more can possibly come from it, than a determination to maintain their own schemes of government at home, and an expression, perhaps, of ill-will towards the efforts of Spain and Portugal to ameliorate their governments, and against England also, in which the mass of public opinion openly favours the patriotic party in those countries.

Discordant as the elements are, and tending to evil, the peace of Europe still appears secure. France is, on the whole, tranquil, engaged in internal improvements, and not inclined to foreign war or disturbance. Whatever may be the ill-will of the Prussian government, there is a strong current of public opinion in Germany averse to any interference with the constitutional governments of France, England, and Belgium.

With regard to Spanish politics, the opinion of intelligent men, well acquainted with the present state of that country, is, that the provincial juntas will not surrender their separate powers of government until a ministry is formed composed of men of well known character and public spirit, upon whom, as upon Mendizabel, the fullest reliance may be placed, that they will earnestly set about the correction of abuses, and the termination of the civil war without foreign intervention.

The markets for railroad shares have been as usual, firm throughout the week; London and Birmingham have risen to 44*l.* or 45*l.* per cent. premium, Greenwich to 4*l.*, Grand Western remain 6*l.* per cent. premium.

The prices of the leading British and Foreign Funds close this evening as follow, viz:

British Funds.	Do. 5 do. 100
Consols, for money, 90¼ ½	Spanish Cortes, 42
Account, 90½ ⅝	Do. active, 1834, 39
New 3½ per Cents. 98⅛	Do. passive, 12½ 13
Exch. Bills, 13s. 15s. pm.	Do. deferred, 18¼ ¾
East India Bonds, par 2s.	Portuguese do. 5 do. 87½ 88
Omnium, 3¼ pm.	Do. 3 do. 57¼ ⅜
Foreign Funds.	Columbian, 6 pr. Ct. 32½
Belgian Bonds, 5 pr Ct. 101¼ ⅜	Chili, do. 43 44
Brazil do. 5 do. 85	Peru, 6 do. 25½ 26½
Russian do. 5 pr. Ct. 107	Mexico, 6 do. 37½
Dutch do. 2½ do. 53¼ 54	

LATEST INTELLIGENCE.

Tinnel, Oct. 1.—I have much pleasure in informing you that the New South Hooe Company working here have cut the South Hooe lode at two points, which I am informed resembles precisely in appearance that part on the opposite side of the river, worked formerly by the Beeralston Company. The shallow level will, it is said, intersect it at about 30 fathoms.

Pool, *Oct.* 1—The Ores sold well to-day, and the standard considerably improved—amount of sale £17,217:7:0d. East Pool ore averaged above £14. 10s. per ton, the amount being for 168 tons £2,463. 13s. Wheal Strawberry ores sold this day at an advance of price. I did hear they have good prospects, and are doing well. It would be desirable if you would give a summary of the ores bought by the different houses, as well as ores sold by the various mines.

Swansea, *Oct.* 1.—The amount of ores sold this day amounted to £25,668. 1s. 6d.—of this amount the Cuba ores sold for £8,952. 17s. 6d. and those from Chili £7,574. 12s. 6d., the former averaging £19., the latter £16. 15s. per 21 cwt.

Callington, *Oct.* 1.—We have inserted under the head of "Correspondence" the information we have received up to the date as regards Wheal Brothers. At Wheal Sisters and Holmbush there is nothing of moment, which is new.

City.—The mining property in His Majesty's Forests of Dean in Gloucestershire, comprising the New Bridge Pit, and Speedwell new Level mines, Stone Quarry, Railroad, &c. was bought in yesterday.

Connaught Quarries in Ireland.

William Bald, Esq., examined.—There are very extensive quarries of very fine, beautiful black marble, situated at the edges of Lough Corib, near Galway; at Cong, close to the proposed navigation, are quarries of grey limestone, perhaps the best in Ireland; single blocks can be procured there to any size, even 40 feet long and three feet square, perfectly sound; indeed the large blocks there, when struck with a hammer, ring like a bell, announcing neither fracture nor fissure. At Turlough, in Mayo, close to the line of the proposed canal, are large and splendid beds of black marble, which take a high polish, and extremely well suited to many useful as well as ornamental purposes. On the borders of Lough Cullin and Lough Conn, and all round the Puntoon on both sides of the lakes, and also at Foxford, are immense quantities of dark grey and light coloured granite, containing a small portion of mica; this rock is highly crystalized and extremely hard, capable of taking a high polish. Thid granite would be invaluable for the construction of light-houses and bridges, &c., and also for monuments destined to commemorate great events, because it is extremely sound, of a most durable nature, and admirably adapted for such purposes. On the sides and along the edges of Lough Conn are to be found quarries of sandstone, most valuable as a building material; and also sandstone flags, an article always in much demand in towns: there are also quarries of secondary limestone on the borders of Lough Conn. In the interior districts are to be found an abundance of brick clay and marl, and there are also large beds of pipe clay. All these valuable productions of the country would be opened up and wrought to a very great extent, whereby a numerous body of labouring men would be most usefully and beneficially employed, not only to themselves but also to the whole country; and there can be no doubt but various branches of new trade and traffic would be created, in working out and procuring these valuable materials, if the lake and river navigation were but once opened; indeed, all those productions are at present locked in and entombed for the want of a cheap mode of conveyance to the respective markets on the coast, and also to the interior towns. If this lake and river navigation were opened, a valuable remunerating trade would spring up, in addition to the very extensive one which would immediately take place in the transport of all the agricultural produce from the interior to the sea ports situated on the coast.—*Parliamentary Paper.*

Particulars of Copper Ores sold in Cornwall in the Quarter ending September 24, 1835.

Copper Ore—35,882 21 cwts.	Fine Copper—3096 tons, 13 cwts.
Money—£231,220 9s. 0d.	Averae Produce—8¼.
Average Standard—£106 10s. 0d.	Average price per Ton—£6 9s. 0d.

COAL.

An Account of Coal, Culm, and Cinders, imported into the Port of London during the Year 1834, and sold at the Coal Market.

Ships.		Quality.	Tons.
1,483	..	Newcastle	474,735
2,138	..	Newcastle Wallsend	667,388
232	..	Sunderland	55,759
1,794	..	Sunderland Wallsend	501,721
1,005	..	Stockton	221,741
248	..	Blyth	64,268
176	..	Scotch	39,487
124	..	Welsh	31,025
159	..	Yorkshire	17,139
14	..	From Sundry Places	446
20	..	Small Coal	2,487
7,393			2,076,216
11	..	Culm	2,175
0	..	Cinders	294
7,404			2,078,685

MINING STATISTICS.

MINE OF HIMMELSFURST.

The situation of this mine is two miles south-east of Freyberg. The elevation of its surface above the level of the sea 1,346 feet. Elevation of the bottom of the mine above the level of the sea, 263 feet. The nature of the rock prevailing in the neighbourhood of Freyberg, in which this and most of the other mines are situated, is a formation of primitive gneiss. There are five veins worked in this mine. The principal vein (*Teichstreche*) is from one foot six inches to three feet in width, the others are from six to twelve inches wide. The direction of this vein is nearly north and south, its underlie is west, and about three feet per fathom. Some of the other veins intersect it. Its ores, argentiferous sulphuret of lead, native silver, sulphuret of silver, red silver. The produce is from six to seven ounces of silver per quintal of 100lbs. Equivalent to from 3¾ to 4½ parts of metal in 1,000 of ore, or from ¾ to nearly ½ per cent. The veinstone consists of quartz, pearlspar, and calcareous-spar. The mineral substances accompanying the ores are blende, spathose iron, and a little red iron and arsenical pyrites. The depth of the principal shaft at Frankenschacht 180 fathoms. The depth of adit at this shaft 47 fathoms. The quantity of water pumped up is 50 gallons per minute. The average height to which the water is raised is 133 fathoms. The power employed in drainage consists of two water-wheels, each 42 feet in diameter, equivalent in horse-power to 12 horses constantly at work, or a total number of 36. The average annual expense of drainage cannot be ascertained, but evidently very small. The quantity of ore raised 630 tons. The produce in metal 6,160 lbs. troy of silver. The total returns or value of which are £13,060. The total costs of the mine £9,500. The clear profit to the proprietors £3,560. The amount of capital invested cannot be ascertained, but probably very small. The interest on capital invested cannot be ascertained, but probably very high. The proportion of costs to returns 73 per cent. The number of men employed 700 miners, of whom 550 are employed underground. The quantity of powder 240 cwt. of the value of £1,070. The ores are delivered to the Government Reduction Works in the neighbourhood of Freyberg where they are partly smelted and partly amalgamated.

VETA GRANDE MINES.

The situation of these mines, the richest in Mexico, is four miles north of Zacatecas. The elevation of the surface above the level of the sea, is supposed to be about 6,000 feet; and of the bottom of the mine above the level of the sea, probably near 5,000 feet. The nature of the rock is transition clay slate, alternating with dolomite, and occasionally with grey wacke: this clay slate is sometimes decomposed; it rests on syenitic rocks, and is in some places covered with porphyry. There is one principal vein (the Veta Grande), which is generally separated into three branches, and sometimes into four; when ramified, the width extends to 60 or 70 feet; when united, it varies from 8 or 10 to 20 or 30 feet; the branches are generally about 10 or 12 feet wide, and the upper one is most productive; the direction of the Veta Grande is from 30 to 40 degrees south of east and north of west, and its underlie from two to three feet per fathom south. Other veins of less size occur in the neighbourhood of the Veta Grande, which cross it at an acute angle; one of these appears to heave the vein for about 700 feet, being the most remarkable derangement of the kind on record. The ores are chiefly red silver, native silver, sulphuret of silver, and argentiferous pyrites, producing 3½ oz. per quintal. The veinstone is chiefly quartz, occasionally amethyst, carbonate of lime, and sulphate of barytes, while the ores are generally accompanied by blende, sulphuret of antimony, and iron pyrites. The principal shafts are the Tiro General, 182 fathoms deep, and Gallega shaft, 138 fathoms deep. There is no adit to this mine. The quantity of water drawn is about 80 gallons per minute, which is raised on an average about 150 fathoms, usually by 10 malacates, probably equivalent in actual horse power to 32 horses constantly working, or a total number of about 100 horses, at an annual expense of drainage, 20,000*l*. The quantity of ore annually produced is 21,380 tons of silver, producing 153,000 lbs. troy of silver, making the total value of 423,400*l*. per annum. The total costs of the mine 252,170*l*. per annum, giving a clear profit to the proprietors of 171,240*l*., from the amount of 130,000*l*. invested, making an interest on the capital vested of nearly 700*l*. per cent., after paying back the original capital. The proportion of costs to returns is about 59½ per cent., and the number of men employed about 900, of whom nearly 600 are underground. The wages of the miners per day is about 8s. or 9s. The ores are chiefly reduced by the company, at the Hacienda of Sauceda, by smelting and amalgamation.

PROCEEDINGS OF PUBLIC COMPANIES.

MINING CORRESPONDENCE.

EAST CORNWALL MINING COMPANY.—*Sept.* 28, 1835.—I beg leave to inform you that we have a very good leader of silver 6 inches big in to rise above Wheal Mexico adit, in a lode of the most promising description 14 inches big, the whole of which we save for silver; we are now marking out a place on the surface so as to commence sinking a shaft on the course of the lode on this rise, which from every appearance will prove very productive. We are driving this adit by 4 four men at 50s. per fathom, the lode is 6 inches big, very kindly. The lode in Wheal Emily adit is much as in my last report, driving by 6 men at 45s. per fathom. The lode in Wheal Georgiana adit is not so large as in my last, it is now 10 inches big, gozzan, fluccan, and mundic, and of a promising nature driving by 4 men at 50s. per fathom. We have holed Gibbards' shaft to the adit in Wheal David, and are driving on the north lode by 4 men at 70s per fathom, a very kindly gozzan and mundic lode 2 feet big; we are driving on the South lode by 4 men at 50s. per fathom, which is 8 inches big, also very promising. At Wheal Virgin we are driving the adit by 2 men at 35s. per fathom on a very kindly lode 2 feet big; we are raising by 2 men in the back of this level on a lode 2 feet big, 1 foot of which produces 50oz. of silver per ton of ore. The shaft sinking on this adit is 8 fathoms below the surface by 9 men at 45s. per fathom. We received from Hayle, this morning, the cylinder and cylinder case drawn by 37 horses, which are splendid castings; we are promised a ship load in a fortnight, by the Founders, when we shall begin to put the engine together.

J. MALACHY.

HAYLE CONSOLIDATED MINING COMPANY.—*Hayle, Sept.* 28, 1835.—In my report bearing date the 14th instant, I stated in reference to the 30 fathom level at Trevidgia Mine, that we were in hopes of meeting with the bunch of tin which from the shaft appeared to be inclining in that direction, and I am now happy in being able to state that about 15 inches of the lode is good tin ore, and is looking well. This being the deepest part of the mine, and on that account may be considered the sump. Although the water is easy, and no machinery will be required for some considerable time, it is most cheering after opening 2 fathoms only to find the lode so much improved from the adit levels, and still in such a promising state. We shall continue to drive the level as fast as possible to lay open the ground for tributers, and should this tin continue, it will in the course of time place this mine on a level with some of the best tin mines in this county. The stamping mill is crushing the tin stuff from the shaft, and the tributers; and though our beginnings are small, yet we shall dress and sell the ores with all convenient speed, in the hope that our returns will shortly increase. At Busworgia Mine, the walls of the engine house will be finished by to-morrow evening, and we shall continue to direct as much of our attention as possible to that mine, in order to get the engine at work speedily, that we may go down and see the reported productive workings of the ancients. In the cross-cut north, there are indications of a lode or branch being near, and I had hoped to have seen it ere now, but like many other lodes, its caple (wall) is rather hard to be penetrated. I hope to be able to say something of it in my next. At Hayle Consols Mine we have forced a hand pumping lift in the new shaft, which for the present keeps the water well, and I trust it will enable us to go down several fathoms by the time the engine will be set at work. We are still driving east in Trungle lode, where there has been no alteration since my last.

REDMOOR CONSOLIDATED MINING COMPANY.—*Callington, Sept.* 28, 1835.—In driving the 10 fathoms level, north of Johnson's shaft (on the lead lode), we have cut a very promising lode, bearing east and west, with an underlay south, in favourable ground (supposed to be Johnson's lode) about 3 feet wide containing copper and tin ores in a matrix of beautiful white saccharine quartz of the most kindly character. Although we have but just commenced on this lode only at 10 fathoms below the adit level, the prospects are more than usually encouraging. The lead lode at this level is still very promising. At Wilkinson's shaft we have passed through the tin lode lately cut there, and are about 10 fathoms below the adit level, where we shall immediately cut a plat, and make preparations for sinking to the 20 fathoms level. Johnson's shaft is 5 fathoms below the 20 fathom level, in which, and in the other tutwork contracts on these mines, there is no material alteration since the 21st instant.

W. PETHERICK.

WHEAL BROTHERS.—The accounts continue from our private friends most splendid, at the mine on Tuesday the 29th, an ounce of the rich part of the ore brought up that day was assayed, which produced ¾ of an ounce, or 75 per cent. of pure silver, the lode continues *firm*.

POLBREEN MINING COMPANY.—*Sept.* 26, 1836.—At the deep adit we have a very promising lode 2 feet wide, producing very good stones of tin and ore. I have still the satisfaction to repeat that our different shafts and cross cuts are proceeding with their former rapidity. In the bottoms we have just commenced breaking the lode, which we find continues to improve as to its quality, and in my next I shall be better able to give you more particulars. The walls of the engine house and smith's shop are completed.

R. ROWE, jun.

EAST WHEAL STRAWBERRY MINING COMPANY.—*Sept.* 28, 1835.—Since the 21st instant little has occurred here to notice; the erections at the surface are going on with tolerable rapidity; in addition to the castings, &c. already received, we had the boiler delivered on Saturday last, and I hope to see the steam engine working in about three weeks. The ground being hard in driving the adit south, we have not yet got through the "caples" north of the great stope's lode. The water is increasing in sinking Grout's engine and whim shafts, consequently our progress must be a little retarded.

W. PETHERICK.

SOUTH WHEAL LEISURE MINING COMPANY.—*Sept.* 26, 1835.—At the mine every means preparatory have been made for more effectual operations; and early next week Mr. Vice will meet me *at the mine* to consider about getting tenders for the engine, and other necessary measures.

R. ROWE, Jun.

ROCHE ROCK MINING COMPANY.—*Sept.* 28, 1835.—Having completed the flat at 60 fathom level, we set the men who had been engaged therein to rise against those who were sinking from the 50 fathom level, the winze referred to in my former reports. This is necessary, to admit us to the levels which are to be extended on the course of the lodes. We calculate on cutting the winze through by Wednesday next. We shall, immediately, on holing the winze, not only drive east and west on the south lode, but we shall proceed to cut the north lode, and get every thing in preparation to sink the sump. We have now abundance of water for the mills, and tin stuff to keep them at work. We are proceeding regularly with our work throughout the mine, in which there is no alteration worthy of notice. We are equally desirous with yourselves of opening on the course of the lodes at the 60 fathom level, and although it may appear we have taken a long time in making preparation to do so, we have done every thing in our power to expedite the work. We say not this as though you had made complaint, but our own anxiety teaches us what yours must be. We hope by next week to be able to inform you that we are driving on the lodes.

BRITISH TIN MINING COMPANY.—*St Austle, Sept.* 28, 1835.—I am pleased to inform you, that the lode in the engine shaft is much improved, 6 feet in size, and from the north to the south wall tin is generally disseminated, intermixed with grey copper ore. The green tincture is much increased. We must look forward to something very valuable, either copper or a bundle of tin; a few weeks will afford us some information respecting what may be expected. Phillips's lode at Glow Hill is much as usual; the moment it will bear tribute I will let it. Osborn's shaft, Dyer's lode going west, looks well, In Campbell's shaft we have found the lode again.

NORTH CONSOLIDATED MINING COMPANY.—*Sept.* 28, 1835.—Eight men and four boys sinking the engine shaft as usual, the shaft is 4 fathoms under the 50 fathom level; the ground is improving in sinking, as you will find on our setting day's report price. The ground in the 30 fathom level, cross cut North, is as much the same as on our last report. The ground in the 20 fathom level North, still continues as usual, and we have not cut the lode as yet. We have found the end at the 40 fathom level, the lode is large, but very poor, chiefly composed of spar and jack. Tonkins' shaft is 6 fathoms under the 10 fathom level, the lode is much the same as on our last report. Williams' shaft is 3½ fathoms under the 40 fathom level, the ground looks favourable, and what miners call "good clean kellows ground." The 20 fathom level east from engine shaft on the great lode: the lode is much the same as on our last report. The 50 fathom north—the ground still continues as on our last week's report. Still clearing the 30 fathom level west from engine shaft as usual; have not found the end as yet, but expecting every day. The stopes in the back of the 40 fathom level—the lode is very large, chiefly composed of spar and capel, and a very small quantity of ore. The lode in the 10 fathom level east and west from Williams' shaft, on the caunting lode, still continues to be rich with jack and a small quantity of yellow ore. The new shaft from surface is 5 fathoms, and at this time sinking on the lode, and the ground very speedy. Two men in a pitch at Hodges', as usual, still continuing to rise a little lead.

T. TIPPETT.

REDRUTH UNITED MINING COMPANY.—*Wheal Uny, Sept. 28th,* 1835.—There is no alteration in the lode in the engine shaft since our last report. In the 32 fathom level east of the engine shaft the ground is not so favourable as it was, and the lode is poor at present. In the 32 fathom level west of the engine shaft, on the copper lode, lode is large with good bits of copper ores. The 22 fathom level east of the engine shaft, lode 2 feet wide, with a small quantity of tin ores. The 12 fathom level east of the engine shaft has much the same appearance as last reported. In the 12 fathom level west of the engine shaft, lode 2½ feet, but poor. We have taken the men from driving east of the engine shaft on the adit level to cross cut under Goodinge's shaft. In the adit level west of Lemin's shaft the lode is 4 feet wide, composed of spar, gozzan, and bits of copper ores. The west shaft 27½ fathoms deep. Goodinge's shaft 26½ fathoms deep. At Buckett's Ashton's shaft 25 fathoms deep, about the depth of the adit level, which is in towards Ashton's shaft 32½ fathoms.

R. GOLDSWORTHY.

NEW SOUTH HOOE.—*Torpoint, Sept.* 27, 1835.—In the expectation that a few days will enable me to communicate the cutting of the New South Hooe lode, I have desired Mr. Hitchin's to draw out a plan for the future operations, which I will transmit for the approval of the Committee. I have now only to state, that we consider the shallow level driven west from the shaft to extend now to within a few fathoms of South Hooe lode. At the point where the lode meets the level will be a depth of 15 fathoms, and another level 10 fathoms deeper can be immediately driven from the shaft, which we have already commenced, it exhibits a very promising appearance, the lode containing spar with lead, and if not a lead lode itself evidently proving its proximity with one.

J. P. BLENNERHASSET.

ALBION MINING COMPANY.—*29th September,* 1835.—We find no alteration in the ground for the past week in Mithian engine shaft. We are about to enlarge the pit work from the 30 to the 40 fathom level, by doing so there will be a great saving in coals, &c. The lode in the 40 fathom level east and west, from engine shaft, still continues to be large; appearances much the same as stated in our last report. The lode in the 30 fathom level, east from engine shaft, is 2½ feet wide, at present poor. The lode in Wheal Liberty engine shaft is about 2 feet wide. We have not been sinking shaft quite so fast since the lode has been in the shaft, in consequence of the water falling to the bottom. The lode in the winze under the 47 fathom level, west from engine shaft, is 3 feet wide, producing 2½ tons per fathom. The lode in the 47 fathom level, west from engine shaft, is about 18 inches wide, poor. The lode in the 47 fathom level, east from engine shaft, is 2 feet wide, stones of ore. The lode in the 47 fathom level, east from engine shaft, in the caunter lode, is 3 feet wide, producing about two-thirds of a ton per fathom. We expect this level to be better soon. The lode in the 40 fathom level, west from the cross cut on the north lode, is 18 inches wide, producing ore and jack. We set a pitch in the back of this level yesterday, at 9s. 6d. in the pound to 2 men. The lode in the 40 fathom level, east from engine shaft, is 18 inches wide, poor. The lode in the winze under this level is about 15 inches wide, orey. The lode in the winze under the 40 fathom level, west from engine shaft, is about 2 feet wide, orey also.

J. MIDDLETON.

29th September, 1835.—The spare boiler at Mithian will be removed to Wheal Liberty, on Wednesday, in order to work there, the extra quantity of water now flowing to the bottom of the shaft rendering a second boiler quite necessary, as, indeed, I always expected it would, and it has also decreased the quantity of water in Mithian already, which shews that it is a large and open natured lode for all this distance. We have a complete torrent of water in Liberty shaft, which, of course, somewhat retards our operations of sinking as fast as would be desirable, but we leave no stone unturned in endeavouring to force our way down to reach the distance at which we purpose making the level. I like the continuance of ore in the 47 east, as it proves the lode is alive for a certain distance, and as the winze keeps her ore going down, it augurs well for the deep workings on this lode.

S. CARPOZA, *Junior*, Agent.

BRITISH COPPER MINING COMPANY.—*Great Wheal Charlotte Mine Sept.* 30, 1835.—Next Saturday being our regular setting day, we intend to sett the proposed new shaft to sink. The lode in the 42 fathom level end west, is from 6 to 8 feet wide—leader from 1 to 2 feet, the remainder good drudgery work. The size of the lode in the 32 fathom level end is 6 feet, composed of capel, jack, mundic, and ore. In the back of this level, near the end, the lode is 5 feet big—leader from 6 to 8 inches, the rest bespangled with ore. The tributers have 6s. 8d. out of 20s. The lode in the rise in the 32 west is 3 feet big, good saving work. In the 32 fathom level east the lode is very promising, 4 feet big, producing good stones of ore and large quantities of jack. In the back of the level, near this end, the lode is 5½ feet wide, leader 2 feet, the remainder orey.

J. STEPHENS, Captain.

WHEAL SEATON.—Notwithstanding the high price which the shares of this adventure have reached in the market, until lately it has not produced a "*hat-cap-full*" of ore. Now, however, their prospects are more cheering. The engine shaft is about five fathoms below the bottom level, the 13 in ground of about £14 per fathom. The bottom level west is extended about 25 fathoms. There is now a branch of ore near 3 feet wide, in the bottom of the end, which they have driven over about 3 fathoms, producing "good work," some of which has been drawn to the surface. The upper part of the end is not so wide or so good, but it appears to enlarge as it goes down—it is in ground of about 60s. per fathom. The eastern end at the same level is also kindly, the lode about 2 feet wide, and occasionally producing stones of ore, in ground of about 50s. per fathom. This looks well, as they have lately had about 50 fathoms added to the sett in that direction from the Manor of Tehidy.

ENGLISH MINING COMPANY.—*Great St. George, Sept.* 29, 1835.—Of the present underground operations, I have to offer the following remarks. At the 70 fathom level west of engine shaft, the lode within the last few days has presented appearances of a much more favourable nature than for a considerable length of time past, its size being at the very least 4 feet, and its composition that of dark killas, spar of a similar colour, sugary spar, mundic, jack, and a small portion of yellow ore. Since my last, matters have somewhat retrograded at the 30 fathom level west of Catchers. The lode is decidedly poor, and is at present accompanied by a stratum of very hard ground. Eastward the lode maintains its masterly size, and although comparatively poor, will nevertheless produce a considerable quantity of coarse work, which will pass through the hands of the halvaner when brought to surface. The lode at the 10 fathom level, west of Stephen's (which is about 18 inches wide), contains some excellent stones of grey and yellow ore, in a matrix of sugary spar, and altogether presents a very fine appearance. In the same level, east of Stephen's, the lode is greatly improved, and is calculated to be worth from 5*l*. to 6*l*. per fathom. This will more than pay for driving, and will encourage those tributers who at our last setting took a pitch westward of this level at a farthing in the pound, but which thus far has not answered our expectations. The 11 fathom level at the south mine, upon the course of the tin lode, is producing about the same quantity of tin as when last reported; somewhat more copper, however, has of late presented itself, which invests the lode with a higher degree of interest, and in some measure raises our hopes as to future success. In consequence of the men who took the cross cut to drive at the 20 fathom level, south of Humphries' shaft, at our last setting having been otherwise engaged, they have not, until within the last week, been able to commence the same; the little already done has laid open some small branches of grey ore, which will be of some service to the halvaners. The only new feature at the 10 fathom level east of East St. George, is that of the ground contiguous to the lode having become softer; the lode itself is unproductive, and both as regards size and its direction, is somewhat irregular. The adit level east of Mudge's is at present hard and poor.—It is not a little gratifying to be able to inform you, that the old ground, working by the tributers, has not on the whole indicated so much life and prosperity for many months as it has throughout the present. I will, for your satisfaction, enumerate a few of those pitches, the improvements of which have been the more striking. Gribbon's has been named once or twice before, and will answer our most sanguine expectations. Phillips' pitch, at the back of the 20 fathom level, will produce from 90 to 100 tons of low priced ore. The new pitch, at the back of the 10 fathom level, will throw up more than its 30 tons, which quantity the tributers undertook to raise for a farthing in the pound; and at the other new pitch, at the back of 60 fathom level, a most gratifying improvement has taken place. When first set, the lode, though promising, was rather poor, but within the last ten days an excellent bunch of yellow ore, from 12 to 18 inches big, has been discovered, which at the tribute of 5s. will enable the men to do very well. A most flattering branch of grey and malleable ore was laid open in the pitch working by S. Carter and partners, at back of 30 fathom level west of Goyen's, a few days ago, but this, I regret to say, has failed. It evidently bespeaks, however, that much good is to be done in this quarter. John Williams' pitch, at back of 20 fathom level west of Goyen's, will most likely turn out 20, or 30, or even more tons of pretty fair ore; and those pitches in the names of Callaway, Berriman, Hempey, Rilstone, and several others, if continuing as they now are to the end of the month, will give the men opportunities of realizing wages considerably beyond an average.—At Wheal Prudence, 62 fathom level, the lode is 2 feet big, greatly abounding in mundic, is unusually wet and hard, and contains also a trifling quantity of ore. The whole is considered decidedly more flattering than for many months past. The lode at the 52 fm. level is poorer than usual, producing only one ton of ore per fm.; it nevertheless maintains its size, which is nearly 4 feet. At the 42 fathom level westward, the north lode is rather small and poor, but eastward looks remarkably well, being 18 inches wide, of spar, mundic, and ore. I am very much pleased with my visit to the pitch of Stephen Roberts last week; at the bottom of the level just named, the lode was full 3 feet wide for several feet in height, and the contiguous ground so soft, that nought but pick and gad need be employed in excavating the unexpected bunches of ores. The prospects are still much the same, with this exception, that the ore is not of so good a quality as was at first anticipated. From the light thrown upon our proceedings here by this interesting discovery, we shall at our setting, on Saturday next, take a few more hands on tutwork, but we cannot at present delineate the precise object we have in view.

PERRAN CONSOLIDATED MINING COMPANY.—*Sept.* 28, 1835.—We have cleared up the adit to Goonharven, which is 7 fathoms deep, home to Anthony's lode, to where the ground is fallen in and choked it, and in consequence of which we were obliged to sink a shaft on this broken part, (or run as we term it). I expect to communicate or hole to the adit to-morrow, and hope to see the two other lodes which are to the south in a fortnight. Till then, we cannot ascertain the underlay of these lodes so as to direct us where to fix the new engine shaft to take them at a proper depth to be resolved on. In the end that we are driving east at adit level on this north lode, the prospects are not so good as a few days ago, the lode is about 14 inches wide. I think it advisable to drive west also on this lode, and also to drive west on Anthony's lode which is large and I consider very kindly. At *Rose*, on Budnick lode, we have cleared down an old shaft, to the back of a level where there is water, which prevents us from seeing what is there, and have put the men to clear up the tail of the adit there to drain these workings.

J. GRIPE

NORTH CORNWALL MINING COMPANY.—*Sept.* 28, 1835.—Agreeable to your wish, I deferred sending a report of these mines, in the hopes of being able to say something positive about the lode cut on Friday last in the eastern end of the 8 fathom level in Wheal Thomas Mine. I have been under ground again this day, but am still unable to decide whether what we have discovered in the end is the lode, or a branch of it. They have cut it about eight feet north of the 8 fathom level, which by previous admeasurement I should have concluded to have been the lode, but the underlay is again altered from north to south, and it will require some days to ascertain whether it is the main lode, or a branch from it. I hope it may, as I think it will, prove to be the latter; whatever it may be, it offers a very promising appearance, having myself this day broken some stones of lead ore, one of which was above 14lbs. weight, and very rich. The winze is now holed to the rise, and the communications made perfect from the adit level to the 8 fathom level, about 7 fathoms east of the shaft. In the sinking this winze, we have raised in the last week about 25 cwt. of work, of very good quality. The western end of 8 fathom level looks very promising, with very good stones of lead. We have broken in this week about 12 cwt. of work, of pretty fair quality. We have suspended the adit end at this mine, having driven sufficiently far for the workings in lower levels for some months to come. The expenditure at this mine may be considered closed, as regards machinery, as she is now in perfect working order.—*Wheal Hope.* The adit end is still being continued, and will be required to be driven for some time to come, for the ulterior workings below, when the mine is unwatered. I am happy to say that the small portion of the remaining machinery will be here in all this week, and we shall then be able to complete the engine in a few days, and commence draining.

J. BORLASE.

P.S. Mine Work.—*Wheal Thomas*—shaft sunk 6 fathom 1 foot below 8 fathom level, ground rather harder; in five or six weeks down to 18 fathom level; 8 fathom level west driven 7 fathom since last settling day; winze opened from adit to 8 fathom level, 7 fathoms east of shaft. *Wheal Hope*—adit end driven 3 fathom 3 feet since last settling day.

CARN GREY MINING COMPANY.—*Ennis, Sept.* 28, 1835.—We have at length cleared up the western excavation made by the ancients, so that the bottom of the shaft is in whole ground. In cutting down some ground in the north part of the shaft, we have broke about 100 kibbles of very good work, and the extent of the tin ground in that direction we have yet to learn. In the bottom of the western excavation we find a good bunch of tin, and although it appears to be short, yet the end presents a large and very promising lode. From this bunch we broke on Saturday a few kibbles by way of trial, and among the rest, one stone weighing at least 700 cwt. which I think would make a produce of 12 in 20. The ground, as usual where tin lodes are productive in black granite, is hard, and the ancients must have accomplished what they have done with immense labour, for it is evident they did all without the aid of gunpowder, and must have had something very good to repay such unusual exertion. The excavation to the east of the shaft we can yet say but little about. There is a wooden pump, being the continuation of those taken up some time since, which we have cleared about 6 feet. How much deeper they went, it will be some weeks before we can be able to ascertain; but there can be little doubt but that they had there also some good tin. Our engine works very well, and is a pretty little machine. The consumption of coals, now about 24 bushels a week, will I hope be decreased when the boiler, &c. is closed in, and the work around her becomes dry. We have begun to erect stamps below the engine, which, by making a large pool, we intend to work with the water drawn by the engine, assisted by what comes from the hill. The ground in Minear adit is hard, so that we only drove 9 feet here the last week. In the deep adit the ground is favourable, and the lode still productive. The leader of tin is small, about three inches wide, but very good in quality. It affords me great pleasure to be able to give you such a report as the present, which must, I am sure, exceed the expectation of every one connected. W. BROWNE.

FOREIGN MINES.

UNITED MEXICAN MINING COMPANY.—*Capulalpam, May* 30, *and June* 1, 1835.—*Natividad.*—No material change has taken place in this mine since last report. Seven sets of barmen only are employed. The produce, though small, is of good quality. The extraction during these two weeks has been 145 cargas, valued at $1087½. *Animas.*—Nothing new has taken place in this mine. Extraction 7½ cargas, valued at $75. *San Pedro.*—Next week a torta of 500 quintals will be washed; it will not produce quite so much in proportion as the one last washed. The grinding has suffered considerable interruptions during the last three weeks in consequence of some alterations in the stamping-mill, from the want of people, and from the holidays. The mill is now at full work, and we are grinding a torta of very fair ore. *Natividad, June* 13, 1835.—Continues without any material change since last report. Extraction 78 cargas, valued at $702. *Animas.*—As formerly reported. Extraction 3½ cargas, valued at $35. *San Pedro.*—The torta alluded to in last report was washed; the result, as was anticipated was but indifferent. In eight or ten days two tortas of 500 quintals will be washed, which will give nearly the same result. *Natividad, June* 20, 1835.—This mine continues without any material change. Extraction 65 cargas, valued at $504. *Animas.*—Without any variation. Extraction valued at $15. *San Pedro.*—The two tortas mentioned in last report will be washed next week if possible. *Natividad, June* 27, 1835.—Four sets of barmen only have been employed this week. Extraction 48 cargas, valued at $405. *Animas.*—This mine has not been peopled this week. *San Pedro.* One of the tortas has been washed, but the result not yet ascertained; the other will be washed next week, and a torta of 800 quintals will be incorporated. BECKETT HAMPSHIRE.

ON THE ANCIENT CONSTITUTION OF THE STANNARIES.

How far the Phœnicians and Grecians interested themselves in the management of the mines in Cornwall, or whether, as it is more probable, they were any other than the merchants to purchase and export our tin when raised, cannot be decided; but as it appears at present, from the testimony of Strabo, Pliny, and others, that the Romans traded to Cornwall for tin, and improved the inhabitants in mining (whither nothing could tempt them but the riches of those parts), from which it is apparent that the Romans worked the mines, or at least superintended the workmen. At this time the Britons had little or no property—they were the working miners under their conquerors, but what regulations they were under is uncertain. The Saxons are said to have neglected the Cornish tin mines, but, indeed, they had no authority in Cornwall till it was entirely conquered by Athelstane, after which they had no leisure, their whole attention being taken up by the Danish wars: these wars at last prevailed, and the Danes soon after gave way to the Normans, and these last promoted the working of the mines in Cornwall, to their great emolument. However, in the time of King John, I find the product of the tin in this county very inconsiderable, the right of working for tin being as yet wholly in the king, who, at this time, was also Earl of Cornwall. The property of the tinners, precarious and unsettled, and the tin raised was engrossed and managed by the Jews, to the great regret of the barons and their vassals. The tin farms of Cornwall, at this time, amounted to no more than one hundred marks; according to which valuation the bishop of Exeter received then, in lieu of his tenth part, and still receives from the Duke of Cornwall annually, the sum of 6*l.* 13s. 4d., so low was the tin profits then in Cornwall; whereas in Derbyshire, the tin was then set to farm for 100*l.* yearly. King John, sensible of the languishing state of this manufactory, granted the county of Cornwall some marks of his favour, disforested what part of it was still subject to the arbitrary forest laws, allowing it equal title tot he laws of the kingdom with the other parts of England, and is said to have granted a charter to the tinners, but what it was does not appear. In the time of his son Richard, Earl of Cornwall, the mines were immensely rich, and the Jews being farmed out to him by his brother Henry III. This prince is said to have made several tin laws; but matters soon declining into disorder, and the Jews being banished the kingdom in the 18th of Edward I., the mines were again neglected for want of proper encouragement to labour, and security to enjoy and dispose of the products of that labour, which the gentlemen of Blackmoor (lords of seven tithings best stored at that time with tin) perceiving, addressed themselves to Edmund, Earl of Cornwall, son of Richard, King of the Romans, and obtained from him, confirmed by his own seal, a charter, with more explicit grants of the privileges of keeping a court of judicature, holding plea of all actions, life, limb, and land excepted, of managing and deciding all stannary causes, of holding parliaments at their discretion, and receiving, as their own due and property, the toll tin, *i. e.* one fifteenth of all tin raised. At this time also it seems to several historians, that the rights of boundary, or dividing tin grounds into separate portions, for the encouragement of searching for tin, were either first appointed, or more regularly adjusted than before, so that the labouring tinner might be encouraged to seek for tin, by acquiring a property in the lands where he should discover it, and that the farm tin acquired by the bounder, and the toll tin which was the lord's share, might remain distinct and inviolate; and for the better promotion of tin working in waste and unineloscd grounds, every tinner had liberty to place his labour in searching for tin, and when he had discovered a lode (after due notice given in the stannary court to the lords, and formally registering the intended bounds, without opposition or denial), he might mark out the ground in which he chose to pursue his discovery, by digging a small pit at each angle of such boundary; by this means he acquired a right, in all future workings in such grounds, either to work himself, or to set others to work upon his own terms, reserving to the lord of the soil one fifteenth part of all tin raised therein. In Devonshire, the tinners' constitution enables them to dig for tin in any man's ground, enclosed or unenclosed, without license, tribute, or satisfaction, which infraction of common property shows the constitution of the stannaries was never equitably established in that county. These pits the bounder, by himself or others, was obliged to renew every year, by cutting the turf and clearing up the dirt and rubbish which fell into them, to the intent that such landmarks may not be neglected or obliterated. In consideration of these privileges, so granted by charter, the gentlemen tinners obliged themselves to pay unto Edmund and his successors, Earls of Cornwall, the sum of 4*s.* for every cwt. of white tin, a very high duty at the time it was laid on, the tinners of Devonshire then paying but 8*d.* per cwt. for tin; and that the payment of this tax might be the better secured, it was agreed that all tin should be brought to places purposely appointed by the prince, there weighed, coined, and kept till the Earl of Cornwall's dues were paid. To this charter was appended a seal, bearing a pick and shovel in saltire. In the 33d of Edward I. this charter seems to have been confirmed, and the tinners of Cornwall were made a distinct body from those of Devon; whereas before, the tinners of both counties were accustomed to meet on Hengston Hill every seventh or eighth year, to concert the common interest of both parties. Two coinages yearly, viz. at Midsummer and Michaelmas, were also granted by this charter, and the tinners had liberty of selling each man his own tin, unless the king insisted on buying it himself. A further explanation of the Cornish privileges and laws was made by the 50th of Edward III., and their liberties confirmed and enlarged by parliament in the 8th of Richard II., the 3d of Edward IV., 1st of Edward VI., 1st and 2d of Mary, and in the 2d of Elizabeth, and the whole society of tinners of Cornwall, until then reckoned as one body, was divided into four parts, called, from the places of the principal tin workings at that time, Fawy Moor, Trewarnheyl, Blackmoor, and Penwith. One general warden was constituted to do justice in law and equity, with an appeal from his decision to the Duke of Cornwall in council only, or in lieu thereof to the Crown. The lord warden appoints a vice-warden, to determine all stannary disputes every month; he constitutes also four stewards, one for each of the stannary precincts, who hold their court every three weeks, and decide by juries of six persons, with an appeal reserved to the vice-warden, thence to the lord warden, thence, finally, to the lords of the prince's council. Thus continued the tin establishment until the reign of Henry VII., when Arthur, eldest son of that king, and consequently Duke of Cornwall, made certain constitutions relating to the stannaries, which the tinners refused to observe; and, indulging themselves in irregularities not consistent with their charter, Henry VII., after Arthur's death, seized the charter as forfeited; but on submission, by his own new charter restored all their former privileges, and enlarged them with this honourable and important addition, that no law relating to the tinners should be enacted without the consent of twenty-four gentlemen tinners, six to be chosen by a mayor and council in each of the stannary divisions. This charter was confirmed by the 20th of Elizabeth, and it being found inconvenient that the consent of the whole twenty-four should be required, it is declared at the meeting of every convocation, that the consent of sixteen stannators shall be sufficient to enact any law. Accordingly, when any more than ordinary difficulties occur, and either new laws for the better direction of the tinners and their affairs, or a more explicit declaration and enforcement of the old ones become necessary, the lord warden, by commission from the Duke of Cornwall, or from the Crown, if there be no duke, issues his precept to the four principal towns of the stannary districts, viz. Launceston, for Fawy Moor; Lostwythiel, for Blackmoor; Truro, for Trewarnheyl; and Helston, for Penwith: each town chooses six members, and the twenty-four so chosen, called stannators, constitute the parliament of tinners. In the reign of Elizabeth, Sir Walter Raleigh being lord warden, the tinners perceiving that by the charter of Henry VII. no law could be enacted without the full number of twenty-four concurred, proposed that twenty-four other stannators should be chosen, six at each of the tin courts holden for each stannary, returned by the stewards, and added to the former number, in order to make forty-eight members, and that the majority of that number, or as many as should assemble, should be enabled to make laws. This proposal did not take effect; but in the 26th of Charles II., some terms and claims insisted on by the Crown meeting great opposition, the stannaries being under difficulties, named to the then vice-warden six persons for each stannary, and desired they might be summoned by him to meet and consult with that convocation.

GLOSSARY OF TERMS MOST FREQUENTLY EMPLOYED IN MINING—Continued.

Abra.....A fissure, a considerable opening or cavity in a mountain rock or lode.
Alimentos.....Allowance to mine owners, as subsistence, until their mines become profitable.
Apartado.....An establishments for parting silver and gold.
Arch.....A piece of ground that is left unworked near a shaft.
Bassit.....The outcrop of the strata. When a substance, as coal, appears at the surface, it is said to bassit; sometimes used to signify the upper end of the works, as the bassit or upper end.
Black Jack....Blende.
Black Tin....Tin ore ready for smelting.
Blasting.....A hole made with a borer in which gunpowder is introduced, which being confined, and set fire to by a match, forces off a portion of the rock or lode,—the process is called blasting.
Block Tin....Metallic Tin.
Branch.....A small vein which separates from the lode, and frequently again unites with it, or a string of ore falling into the lode.
Brood.....Impurities mixed with the ores.
Buddling.....Separating the ores from the earthy substances, by means of an inclined hutch or cistern.
Bunch, *or* Squat of Ore, a quantity of ore of small extent; more than a stone, and not so much as a course.
Buscones.....Tributers, or miners who work on part proceeds; also, those who search for ores in a metalliferous district generally, or in a mine for such ores as may have been neglected and left behind by others.
Capel, *or* Carrack, A stone composed of quartz, schorl, and horn-blende, usually occurring on one or both walls of a lode, and more frequently accompanying tin than copper ores.
Caunter Lode..A lode which includes a considerable angle with the direction of the other lodes in its vicinity.
Cob.....To break the ores with hammers in such a manner as to separate the dead or worthless parts.
Course of Ore..A portion of the lode containing a regular vein of ore.
Cross Course..A lode or vein which intersects or crosses a lode at various angles, and generally throws the lode out of its regular course.
Cross Cut.....A level driven at right angles to the direction of the lode.
Crucero.....A cross cut.
Deads.....Attle or rubbish.
Dowsing Rod..The hazel rod of divination, by which some pretend to discover lodes.
Dressers.....Cleaners of the ore.
End.....An adit is said to be driven end, when it is in a line with the grain of the coal.
Forks.....Pieces of wood used to keep the side up in soft places.
Gallery.....A drift or level.
Gobbing.....The rubbish remaining after the coal has been extracted.
Knits.....Small particles of lead ore.
Knockings....Lead ore with spar, as cut from the vein.
Leader of the Lode, A branch, or small vein,—part of the main lode.
Old Man.....Places worked centuries ago, or in former ages.
Pare.....Gang or party of men.
Pick.....An instrument of common use, as well in agriculture as in mining.
Pipe.....A vein running unlike a rake, having a rock roof and sole.
Pitch.....Limits of the piece of ground set to tributers.
Produce.....Fine copper contained in one hundred parts of ore.
Quercs *or* Quears, Crevices in lodes.
Rake.....An oblique vein, thus \.
Rising.....Digging upwards,—a man working above his head in the roof is said to be rising.
Run.....When excavations fall together.
Run of a Lode..Its direction.
Seam.....A horse load.
Sett.....A mine or number of mines taken upon lease.
Shaft.....A pit, the perpendicular entrance to the mine.
Sollar.....A wood flooring.
Sough.....An adit or level for carrying off the water.
Stickings.....Narrow veins of ore.
Slope.....A horizontal lode.—*To slope*, to excavate horizontally layer after layer.
String.....A small vein.
Tackle.....Windlass, rope and kibble.
Testera.....A dyke interrupting the course of a lode.
Ticketings....The sale of ores.
Troubles.....Faults or interruptions in the stratum.
Underlay....When a vein hides or inclines from a perpendicular line it is said to underlay.
Wastes.....Vacant places left in the gobbing, in each side of which the rubbish is packed up for the better support of the roof.
Winze.....A sinking on the lode communicating one level with another for proving the lode, or for ventilating such drivings.

The terms in Italic are Spanish.

The Glossary of Scientific Terms, alphabetically arranged, to be continued in our next and subsequent Numbers.

MISCELLANEA.

Erection of a Breakwater at Glenarm.—Mr. Bald, the engineer, has been sounding the bay of Glenarm, with a view to the erection of a breakwater or harbour at that place. We understand that the bay of Glenarm is one of the most eligible situations for a harbour to be found on the north-east coast of Ireland. It also possesses excellent holding ground, consisting of a firm blue clay. Within the proposed breakwater there will be, at low water spring tides, not less than from 20 to 25 feet depth of water, so that vessels can sail out or in at all times of the tide. A harbour of this great depth of water, and so well protected by the land from the prevailing Southerly and Westerly gales, must be of great national importance and utility, not only to the whole of the coasting trade, but also to a great portion of the Indian and American trade belonging to the Clyde and the port of Liverpool, if overtaken by storm when passing along the Northern channel of Ireland. Mr. Bald's evidence before the Public Works Committee, in the House of Commons, last June, regarding the erection of harbours, &c. on the coast of Ireland, is extremely interesting. He says—"The chief ruler or statesman that will be able to form asylum harbours on the unsheltered and dangerous parts of the coast, and will also cause to be marked or beaconed, by the erection of granite towers, the dangerous rocks, the shoals, and the reefs which surround the shores of these kingdoms, thereby giving safety and security to the mariner in the time of tempest and storm; also safety to the floating wealth of these realms, and the colonies thereunto belonging; also lessening the wail of the widow and the orphan through out this maritime land; will not only receive the blessings of future generations for the erection of these works of mercy, tending so much to the preservation of life and property, but will also increase, to a great extent, the wealth, the power, and prosperity of the whole empire."—*Northern Herald.*

Steam Engine Machinery.—The parliamentary trustees on the river Clyde have offered a premium of one hundred guineas for the best practical mode of preventing accidents from the imperfect construction of steam engine machinery. Another hundred pounds is to be divided amongst the unsuccessful candidates who invent something worthy of attention.

New Ironstone Mine.—We understand a very valuable field of ironstone mine has been discovered on the Milliken estate, in the county of Renfrew, the property of Sir William Millikin Napier, Bart.—*Wolverhampton Chronicle.*

Submarine Communication.—Mr. Deane has been at Torquay for some time past, endeavouring by means of his ingenious diving apparatus, to raise a stone boat, which sunk some time since in Babbicombe Bay: he has succeeded in raising her stores, &c., and intends in a few days to get her cargo out in order to raise the vessel. On Tuesday, Mr. Deane paid a visit to the Venerable, 84, that was wrecked off Goodrington Sands, in Torbay, in 1804, just thirty-one years since; part of her has been hauled up by the south-head of Torquay pier; and some of the timbers are completely honeycombed by that industrious insect the "folus."—*Guernsey Star.*

A new experiment has been made in Paris with M. Dietz's steam-carriage, which was successful. The engine, dragging after it a carriage containing forty-six persons, including a commission appointed by the Prefect of the Police, started from the Champs Elysees, opposite the Pont des Invalides, and arrived at the Place Dauphine, at Versailles, in one hour and twelve minutes.—*Blackburn Standard.*

Stoppage of the Safety Valve.—In our last we published a paragraph stating that the safety valve of steam engines was frequently apt to get what is called 'gagged,' or locked down. Mr. R. Ayre, of the Bridge-end, in this town, is of opinion that this arises from the attraction of cohesion. To remedy this, Mr. A. proposes that there should be adapted to each engine a small cylinder of the dimensions of ordinary valves, with a piston, which, when lifted when the steam rises to a certain pitch, delivers out the steam at a pipe attached to one side of the cylinder. Should the attraction of cohesion not be the cause of this stoppage, the piston would be forced down to the bottom of the small cylinder, and the steam would escape through a small hole above the piston when down, but which was below it when up. Mr. A. suggests also that the safety valve should always be attached to the float, that it may be lifted when the water gets too low.—*Tyne Mercury.*

Fatal Accident upon the Carlisle Railway.—John Hamilton, aged 16, was killed on the 25th ult. The deceased was riding upon the last of a train of six waggons, laden with stones, and propelled at the rate of six miles an hour by a stationary steam-engine, when he imprudently attempted to step over to the adjoining waggon.

Folger's Floating Dry Dock.—A most ingenious and truly successful invention has been exhibited in Wall-street, during the last two or three days. It is the model of a dry or floating dock, with a falling gate at one extremity, which is intended to be placed in front of a vessel, sunk to a sufficient depth to float her on board, when the gate is shut, the vessel stayed, the water pumped out by engines, and she left high and dry in the cradle, for the action of the carpenter or whoever else is to be employed upon her. When the vessel is ready again to be consigned to her native elemens, two small gates are opened at the base of each side of the cradle, the vessel floated, the main gate let down, and the cradle taken from under her, when the work is completed. The invention is perhaps one of the most useful ever discovered for the easy and speedy repair of vessels, as it does not require, as the fixed docks do, the aid of tides, and will, no doubt, be extensively used in every portion of the union, and indeed throughout the globe.—*New York Times.*

Antiquity of Lead Mines.—In proof of the lead mines of Derbyshire having been wrought by the Romans we have the authority of Dr. Millar, who states, "that in the year 1777 a pig of lead was found on Cromford Moor, and the interpretation of the inscription is 'The sixth legion inscribes this in memory of the Emperor Adrian.'" Several others have also been found at different periods; one about the year 1790, weighing 12 stone, was found at Matlock, bearing the following inscription—"TI. CL. TR. LUT. BR. EXARG.," which are supposed to be the abbreviations of "Tiberii Claudiani Triumviri Lutudari Britannorum Exargentaria." In the British Museum are several pigs of lead of great antiquity, one of which has also the mark denoting it to have been made in the reign of the same emperor.—*Mining Review.*

The New North Channel at Liverpool.—Amongst the numerous improvements and facilities which have recently been afforded to the mercantile community at Liverpool, none rank higher than the adoption of the North Channel, by which vessels can enter and leave the harbour almost at any period of the tide, instead of waiting for water to cross the bar in the Rock Channel, as formerly. This new entrance, although known for a number of years to several individuals, has only been brought into general use within the last few months. Great credit is due to the dock trustees, as well as to Lieutenant Denham, for the accurate survey, and the buoying and lighting of the channel, which now render the passage in and out of the port an affair of comparative ease and safety. Already have some thousands of vessels availed themselves of this advantageous channel.—*Preston Chronicle.*

Consumption of Timber by the Navy.—The annual demand of timber for the Royal Navy in England, in war, is 60,000 loads, or 40,000 full grown trees, a ton each, of which 35 will stand on an acre. In peace 32,000 tons, or 48,000 loads. A 74 gun ship consumes 3,000 loads or 2,000 tons or trees, the produce of 57 acres in a century. Hence the whole navy may consume 102,600 acres, and 1,025 tons per annum.—*Preston Chronicle.*

Shakspeare.—His Majesty has given 50 guineas towards the repairs of the Shakspeare monument, Stratford-upon-Avon.

Relics of the Protectorate.—Some curious ancient relics were discovered a few days ago at the bottom of a hill near Bristol. A pit was dug into on the site where, in 1645, was erected Prior's Hill fort, which was one of the fortifications raised against the Protector's army, under Fairfax, who was then besieging Bristol. A number of bullets were found, and several small measures, which are supposed to have been used for the purpose of charging muskets with a particular quantity of shot. The relics are stated to have excited considerable competition at Bristol.

Keeping in Gloves.—A letter from the frontiers of Bohemia, dated Aug. 29, says—"A few days ago we had such cold weather that the country people were seen in the mountains in fur coats and gloves reaping the corn, which had a most ludicrous appearance. The temperature fell in the night to 3 degrees, Reaumer (7½ Fahrenheit) beldw the freezing point, and the borders of the forests were covered with hoar frost.—*German Paper.*

Silk.—The Norwich Silk Company have in their possession at this present time about 1,500 mulberry-trees, from which they have produced a sample of silk; and provided they had the means to raise a laboratory and purchase more trees, they could, to a greater extent, benefit themselves and likewise the city at large, by employing a number of hands.—*Norfolk Chronicle.*

Pompeii.—A new excavation has lately been effected at Pompeii, where two articles were found in the highest state of preservation, and which are the first specimens of the kind found there; namely, a full sized bath, exactly the shape of those now in common use, and a vase of a round form, both made of copper. In the same chamber with these were two human skeletons and four posts of a bed in wood inlaid, and ornamented with ivory; a beautiful mosaic pavement was also discovered at the same time. These interesting relics attract much notice, and the excavation is proceeding with great caution, to prevent mischief.

Hail Storm.—The following is an extract of a letter from a Mofussil correspondent, dated 6th instant:—

"We were last night visited by an awful storm of hail-stones, the largest I ever saw; they were round, measured one inch in diameter, and descended with such force, that they buried themselves in the plastering of my house; and this morning, on looking at that face of the house which was most exposed to the violence of the storm, one would suppose it had withstood a battering of musketry."—*India Gazette.*

Cave Temples recently discovered in India.—The late campaigns in India occasioned the discovery of a series of cave temples, the existence of which was previously unknown to Europeans or the more intellectual classes of natives. The pursuit of some refractory Bheels in the direction of Arguan led to the caverns in which these people had taken refuge, which were found to be very splendid excavations, dedicated to the performance of Buddhistic worship. Many of the interior decorations were composed of paintings in a bold and florid style, the colours being perfectly uninjured by time. The figures represented in these paintings are described to be Persian both in dress and feature, and the female countenances especially are said to possess great beauty. Some of the borders of these compartments are of the richest blue, as fresh as when they were first painted on the walls; and the whole seems to offer an extensive field for the investigation of the curious.—*Asiatic Journal.*

Pompeii.—The world may soon expect a more elaborate and accurate account of the remains of Pompeii than any which has hitherto appeared, as the French Government has now an architect taking plans and drawings of every street of the unveiled city, which are to be engraved, accompanied by suitable letter press.—*Manx Sun.*

METEOROLOGICAL JOURNAL, 1835.

SEPTEMBER.		Thermometer.	Barometer.
Thursday	17 .... from ...	40 to 60	29.68 to 29,73
Friday	18	37....62	29.73....29.64
Saturday	19	49 .. 64	29.50....29.73
Sunday	20	54....63	29.58....29.75
Monday	21	51....57	29.81....29.75
Tuesday	22	52....69	29.59....29.54
Wednesday	23	54....64	29.60....29.70
Thursday	24 .... from	51 to 61	29.75 to 29.89
Friday	25	44....62	29.91....29.81
Saturday	26	44....61	29.65....29.61
Sunday	27	47....57	29.57....29.49
Monday	28	45....53	29.37....29.61
Tuesday	29	43....62	29.55....29.47
Wednesday	30	51....65	29.32....29.19

Prevailing Winds S.E. and S.W. generally cloudy, with frequent showers of rain.

Rain fallen, 1 inch, and 6.75 of an inch.

Edmonton, Middlesex, 30th September, 1835. C. H. ADAMS.

FROM THE LONDON GAZETTE,

Tuesday, Sept. 29.

PARTNERSHIPS DISSOLVED.

H. Shaw and F. Low, Craven-street, City-road, glass-manufacturers.—Broadhurst and Thomas, Heaton Norris, Lancashire, woollen-drapers.—S. Collis and H. Couchman, Bozier-court, Tottenham-court-road, general-salesmen.—H. Jones and W. T. Halton, Church-row, Islington, furnishing-undertakers.—S. and T. W. Vine, Ewell, Surrey, farmers.—S. Watson and E. Milson, Richmond, Surrey, boarding-school-keepers.—T. and J. A. Case, Liverpool, insurance-brokers.—Davenport and Taylor, Sheffield, saw-manufacturers.—W. Whinham and J. Stanley, Sunderland-near-the-Sea, Durham, common-brewers.—J. Greenwood and T. Sugden, Keighley and Haworth, Yorkshire, woolstaplers.—M. Charouneau and T. Brown, Sloane-street, Chelsea, pawnbrokers.—Hackett and Essex, Alrewas, near Lichfield, Staffordshire, needle-makers.—Stevens and Sperling, Clare, Suffolk, attornies.—G. W. Gravener and J. W. Shrewsbury, Dover and Deal, attornies.—Irwin, Phillips, and Co., Great Tower street, ship-agents.—R. Willis, J. H. Watson, G. Bower, and C. Willis, Tokenhouse-yard, attornies-at-law; as far as regards J. H. Watson.—F. Dudgeon and Co., Edinburgh, grocers.—I. and A. Brownlie and W. W. Buchanan, Greenock, Glasgow and Liverpool steam-shipping traders.—J. Cameron and Co., Glasgow, agents.—A. Thompson and Co., Aberdeen, hat-manufacturers.—W. Cryer, S. Turner, and J. Pilling, Little Bolton, Lancashire, millwrights; as far as regards W. Cryer.

INSOLVENTS.

Sept. 28, James Watson, Leeds, brewer.—Sept. 28, William Burn, Uxbridge, grocer.

BANKRUPTS.

William Seamell, Tottenham-court-road, leather-seller, to surrender Oct. 7, at 1 o'clock, Nov. 10, at 2, at the Bankrupts' Court. Solicitor, Mr. Ellis, Corbet-court, Gracechurch-street; official assignee, Mr. Clark, St. Swithin's-lane, Lombard-street.

William Key, Isleworth, linen-draper, Oct. 6, Nov. 10, at 12 o'clock, at the Bankrupt's Court. Solicitor, Mr. Jones, Size-lane; official assignee, Mr. Belcher.

George Maggs, Bristol, linen-draper, Oct. 10, Nov. 10, at 11 o'clock, at the Commercial Rooms, Bristol. Solicitors, Messrs. Jenkins and Abbott, New Inn.

Francis Howe, Margate, hotel-keeper, Oct. 3, at 12 o'clock, Nov. 10, at 1, at the London Hotel, Margate. Solicitor, Mr. Willett, Essex-street, Strand.

Thomas Nabb, Manchester, auctioneer, Oct. 15, at 10 o'clock, Nov. 10, at 2, at the Commissioners' Rooms, Manchester. Solicitor, Mr. Bower, Chancery-lane.

James Lorymer, Bristol, corn-factor, Oct. 9, and Nov. 10, at 1 o'clock, at the Commercial Rooms, Bristol. Solicitors, Messrs. White and Whitmore, Bedford-row.

George Nicholson, Rotherham, Yorkshire, grocer, Oct. 2, Nov. 10, at 11 o'clock, at the Town Hall, Sheffield. Solicitors, Messrs. Taylor and Son, John-street, Bedford-row.

DIVIDENDS.

Oct. 22, J. G. James, Bucklersbury, wine-merchant.—Oct. 22, J. Willis, High-street, Poplar, victualler.—Nov. 28, C. Selley, Cheltenham, inn-keeper.—Oct. 20, R. Gillett, Dudfield, Derbyshire, brick-maker.—Oct. 20, T. Young, Newcastle-upon-Tyne, grocer.—Oct. 22, J. and F. Lapage, Leeds and Liverpool, merchants.—Oct. 24, T. Allison, Manchester, warehouseman.—Oct. 21, T. Barlow, Pendleton and Manchester, calico-printer.—Oct. 23, T. Hollins, Manchester, merchant.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before Oct. 20.

G. Lockwood and W. Wilson, Liverpool, merchants.—T. Hingston, Bristol, cabinet-maker.—W. Ellis, Portsea, timber-merchant.—J. Evans, Lad-lane, warehouseman.

Friday, October 2.

PARTNERSHIPS DISSOLVED.

R. Hughes, and S. Hughes, Oswestry, Salop, mercers, drapers, and grocers.—E. Heighway and E. Roberts, No. 3, Cavendish-square, Middlesex, milliners and dress-makers.—L. B. Oliver and J. Farrell, New Brentford, Middlesex, surgeons and apothecaries.—J. G. Gibson and J. S. Bull, Oakham, Rutland, grocers and tea-dealers.—H. Williams and J. Bramstone, Richmond Mews, Dean-street, Westminster, and of Marlborough-place, Great Peter-street, Westminster, manufacturers of patent leather.—R. Winder, J. Winder, and L. Winder, Manchester, plumbers and glaziers.—L. R. Beale, T. Nicoll, and C. Chatfield, Marshall-street and Dufan's Place, Middlesex, and of Basinghall-street, London, cloth workers, pressers, and packers, as far as relates to the said Lloyd Richard Beale.—H. C. Frost and W. Charman, Denmark-street, Soho, working jewellers.—W. Browne and J. Reid, Bristol, booksellers and stationers.—W. Field and F. H. Ashwin, Birmingham, paper dealers and stationers.—M. Baden, T. Sheldon, and J. Thompson, Sheffield, saw and fender manufacturers.—A. Du Fay, F. A. Bernus, J. Leisler, J. Reise, P. J. Passavant, F. Bernus, F. J. Mohr, and L. Ludovici, Buenos Ayres, South America.—J. A. Kaye and C. W. Watson, Liverpool, Liverpool ale and porter brewers.—R. Cox and R. Law, 3, Crown-court, Old Change, London, commission agents.—J. Dudley and W. Dudley, Regent-street, Westminster, Middlesex, boot makers.—R. Fogg and S. F. Y. M'Candlish, Salford, Lancaster, ale and porter brewers.—W. Armes and B. Cranwell, Grantham, Lincoln, upholsterers and cabinet-makers.—J. Osborne and E. Hauxwell, Manchester, Lancaster, retailers of beer.—J. Dawson and W. Brown, York, engravers and copper-plate printers.—P. Rothwell, E. Rothwell, W. Crompton, and J. Mawdsley (executors of the late P. Rothwell, deceased), and J. Scowcroft, S. Scowcroft, and T. Scowcroft, Bradley, coal-merchants.—Alexander Croll and Co., Glasgow and Barbadoes.

BANKRUPTS.

Joseph Nightingale, Oxford-street, Middlesex, victualler, to surrender Oct. 10, at 2, and Nov. 13, at 11, at the Bankrupt's Court. Solicitors, Messrs. Martineau, Malton, and Trollope, Carey-street, Lincoln's Inn-fields; official assignee, Mr. Lackington, 24, Basinghall-street.

Samuel Gartley, Golden-lane, St. Luke's, Middlesex, victualler, Oct. 10, at 11, and Nov. 13, at 12, at the Bankrupt's Court. Solicitor, Mr. Keane, Gray's Inn-square; official assignee, Mr. Abbott.

Robert Taylerson, South Shields, Durham, ship-owner, Oct. 16 and Nov. 13, at eleven, at the Golden Lion Inn, Sunderland. Solicitors, Messrs. Tyas, Beaufort-buildings, Strand, London; Messrs. Preston and Walker, Whitby; and Mr. Wright, Sunderland.

Thomas Tempest, Leeds, grocer, Oct. 13, at 11, and Nov. 13, at 12, at the Court House, Leeds. Solicitor, Mr. Dingwall, New Bank-buildings.

William Finney, jun. Hanley, Stoke-upon-Trent, Stafford, grocer, Oct. 13 and Nov. 13, at 12, at the Swan Inn, Hanley. Solicitor, Mr. Dutton, Hanley; and Mr. King, Wilmington-square, London.

H. C. Allport, Bread Street-hill, London, commission-agent, Oct. 16 and Nov. 13, at 11, at the Union Inn, Birmingham. Solicitors, Messrs. Holme, Frampton, and Loftus, New Inn, London; and Mr. Bartlett, Birmingham.

DIVIDENDS.

J. Toombs and T. Toombs, Emerson-street, Park-street, builders, Oct. 26, at the Court of Bankruptcy, Basinghall-street, London.—I. Burrows and J. Burrows, Piccadilly, Middlesex, cork-cutters, Oct. 28, at the Court of Bankruptcy, Basinghall-street, London.—H. Willis, Blackman-street, Southwark, carpet warehouseman, Oct. 23, at the Court of Bankruptcy, Basinghall-street, London.—J. Stammers, No. 5, Jermyn-street, Saint James, Westminster, Middlesex, cabinet-maker, Oct. 23, at the Court of Bankruptcy, Basinghall-street, London.—W. Kingsford, Buckland, near Dover, Kent, paper manufacturer and miller, Oct. 26, at the Bell Inn, Sandwich, Kent.—G. Benson, Liverpool, innkeeper, tailor and draper, Oct. 24, at the Clarendon Rooms, Liverpool.—S. Clegg, T. Mather the younger, and E. Pringle, Etna Iron Works, West Derby, near Liverpool, founders and engineers, Oct. 30, at the Clarendon Rooms, Liverpool.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before Oct. 23.

G. Bagley and J. Evans, Lad-lane, warehousemen.—R. Gough, Congresbury, and surveyor.—T. Waterfield, Dunstable, hat-manufacturer.—W. Orme, Borough, distiller.—M. Myers, St. Peter's Alley, Cornhill, fishmonger.—A. V. Vogel, Finsbury Circus, merchant.—J. B. Foster, Lower-road, Islington, brickmaker.—J. Brown, Corbridge, Northumberland, spirit-merchant.

SCOTTISH SEQUESTRATION.

John Glover, sen., Oct. 6, and Oct. 21, at the Exchange Hotel, Leith.

PRICES OF METALS, &c.

	£. s. d.		£. s. d.
Copper, British, Cakes, *ton* ..	91 0 0	Tin in Bars	4 19 6
Sheets ..... lb.	0 0 10½	Grain Blocks	5 5 0
Bottoms	0 0 11½	Broken	5 10 0
S. American	78 0 0	Banca ..... *cwt.*	72 0
Iron, British, Pigs	5 0 0	Straits	70 6
Bars ..... *ton*	6 12 0	Plates, per box of 225 sheets	0 0 0
Bolts and Rods.... 7 10 to	8 0 0	I C 13½ by 10 in.	1 15 0
Hoops	9 10 0	I X	2 1 0
Plate ..... 10 10 to 14	10 0	I X X 161	2 7 0
Cargo at Cardiff	5 15 0	IXXX ..... 182 lb.	2 13 0
Foreign 5*d.* C.C.N.D.	12 10 0	IXXXX 203	2 19 0
P.S.I.	14 10 0	II. C. ..... 13½ by 9½ 165	1 13 0
Swedish	13 0 0	II. X. 133	1 19 0
Lead, British ..... *ton*		III. C. ..... 12½ by 9½ 98	1 11 0
Pigs ..... *ton* 18 10 to 19	10 0	III. X. 126	1 17 0
Sheet milled ..... *ton*	20 0 0	Sm. SDC 15 by 11.. 167	2 17 0
Bars	19 10 0	Dbl. SDX 200shts.. 188	3 3 0
Shot, Pat. 1 to 5	21 0 0	SDXX 209	3 9 0
6 to 12	22 0 0	SDXXX 230	3 15 0
Red or Minium	20 10 0	SDXXXX 251	4 1 0
White	26 0 0	C.... 16½ by 12½ 98	1 11 0
Litharge ..... 20 0 to 21	0 0	X..... 100 sheets	126 1 17 0
Pig, Spanish ..... *ton*	18 0 0	Dbl. XX	147 2 3 0
Steel, Milan ..... *bd*	0 0 0	XXX.	168 2 9 0
Swedish *bd*..... *ton*	15 5 0	XXXX.	189 2 15 0
Tin in Blocks ..... *cwt.*	4 5 6	Taggers, 14 by 10.. 480s.	— 0 0 0
Ingots	4 9 0		

Sheets of No. I. C, No. I. X, and No. I, XX, 3s. per box less than perfect plates; all other sorts of Wasters 6s. per box less. Duty and shipping charges 6d. per box.

SPELTER.....	*ton.*	14	5	0	to	0	0 0
SHEATHING		31	0	0	—	0	0 0
PLATINA ORE	*oz.*	0	10	6	—	0	0 0

2*s. cwt.*
10*s.*
5 *per cent*

PURCHASES OF ORE AT POOLE, Oct. 1st, 1835.

No.	Purchaser.	Mine.	Tons.	Per ton.	Amount.
1.	*Mines Royal Co.*	East Whl. Crofty.	33½	£ 6 6 6	£ 212 18 10
	..	Dolcoath.	53	5 8 6	298 7 7
	..	Cooks Kitchen.	39	3 12 0	140 8 0
	..	South Wheal Bassett.	35½	6 10 0	230 15 0
	..	Stray Park.	24	5 3 3	123 13 0
			167½		1005 1 4
2.	*English Copper Co.*	United Hills.	93	9 11 6	909 12 6
	..	South Wheal Bassett	35½	6 10 0	230 15 0
			130½		1240 7 6
3.	*Vivian and Sons.*	East Wheal Crofty.	33½	3 16 0	203 6 0
	..	Dolcoath.	40	3 7 6	134 0 0
	..		22	2 10 0	155 11 0
	..	Cook's Kitchen	45	3 3 0	141 15 0
			160½		534 12 0
4.	*Freeman and Co.*	East Wheal Crofty.	33½	3 16 6	203 6 0
	..	Cook's Kitchen.	19	4 6 6	82 3 6
	..	Fowey Consols.	35½	6 14 6	237 13 4
	..	..	89	5 9 0	487 5 6
	..	Stray Park.	24	5 3 0	123 12 0
	..	..	33	2 12 0	85 16 0
	..	South Towan.	33	4 12 0	243 16 0
			306.17½		1462 11 4
5.	*P. Grenfell, and Sons.*	East Wheal Crofty.	43	6 18 0	296 14 0
		Dolcoath.	70	6 5 6	449 5 6
	..	..	44	3 9 0	151 16 0
	..	Cook's Kitchen.	19	4 6 6	82 3 6
	..	East Pool.	67	14 16 0	730 0 0
	..	..	50	14 12 0	730 0 0
			293		2691 10 6
6.	*Crown Copper Co.*	South Wheal Bassett.	75	6 11 6	493 3 6
	..	..	51	6 0 6	307 5 6
			126		800 7 0
7.	*Neville, Sims, Bruce, and Co.*	Cook's Kitchen.	16½	1 13 6	27 1 6
		Wheal Strawberry.	64	7 18 0	505 12 0
	..	Lanscute.	66	3 10 0	229 0 0
	..	Polbreen.	32	7 13 0	244 15 0
			200½		1005 9 6
8.	*Williams, Foster, and Co.*	East Wheal Crofty.	47½	7 3 6	340 16 3
	..	..	47	7 5 6	341 16 6
	..	..	93	7 5 0	674 5 0
	..	..	92	7 3 6	666 2 0
	..	..	70	6 18 6	484 16 0
	..	..	60	7 16 0	430 0 0
	..	..	59	6 13 6	415 16 0
	..	..	33½	6 6 6	219 18 10
	..	Dolcoath.	32½	9 15 0	294 7 6
	..	..	50	11 5 0	562 10 0
	..	Cook's Kitchen.	16½	1 13 6	27 1 0
	..	..	22	1 17 0	42 11 0
	..	Fowey Consols.	35½	6 14 6	237 12 4
	..	..	51	14 11 0	749 1 0
	..	Stray Park.	32½	9 2 6	296 11 3
			755.½		5859 14 4
9.	*Benson, Logan and Co.*	United Hills.	66	3 19 0	260 14 0
	..	..	65	3 13 0	254 0 0
	..	Cook's Kitchen.	16½	1 13 6	27 1 0
	..	..	22	1 17 0	42 15 0
	..	Wheal Strawberry.	59	3 19 0	233 1 0
			229½		997 7 0
10.	*Geo. Wilden, and Co.*	East Wheal Crofty.	47½	7 3 6	340 16 3
	..	..	47	7 5 6	341 16 6
	..	..	93	7 5 0	674 5 0
	..	Dolcoath.	32½	9 15 0	294 7 6
	..	Fowey Consols.	35½	6 14 6	237 13 0
	..	Stray Park.	32½	9 2 6	296 11 3
			229½		£1713 19 0

COMMERCIAL INTELLIGENCE.

A steady business has been done since our last in Colonial produce, but prices continue the same. The quantities put up for sale have been of that amount as to supersede business by private contract; and there has been but little buying in.

SUGAR.—The British Plantation Sugar market continues very quiet, and the number of hhds. sold does not exceed 2,000, which have gone at the figures of last week.—Mauritius has not been in the market.—Bengal has advanced in price.—Other descriptions of Raw Sugar have secured but little business.—prices continued fall.—Refined has been more in demand, but prices are unchanged.

COFFEE.—In the Coffee market there has been more business done this week than last in all descriptions, but prices continue as previously quoted.

TEA.—But a small proportion of what has been offered for sale has sold, and that at unaltered quotations.

CINNAMON.—First quality (in bales) 7*s* 8*d* to 9*s* 6*d*; seconds, 6*s* 4*d* to 7*s* 6*d*; fourth, 6*s*; and broken, 6*s* 3*d* to 6*s* 6*d*.—NUTMEGS, 7*s* 3*d* to 7*s* 6*d* per lb.—PEPPER, White, 12*d* to 13*d*; black, 5¼ to 5½*d*.—RICE, Bengal, 11*s* 6*d* to 14*s*. per cwt.—CURRANTS 60*s* to 70*s* per cwt.—RAISINS, Muscatels 60*s* to 90*s*; Smyrna, 30*s* to 33*s* per cwt.

PROVISIONS.—The abundant supply, together with the mild weather and the still continuance of rain, has caused the Irish Butter market to continue in the same lifeless state as it was last week, and even at a decline on former prices of 1*s*.: the trade are in no way at present disposed to purchase freely. Corks are offered at 78*s*. landed, and Limerick at 74*s*. and on board at 72*s*. Waterford landed 70*s*. to 74*s*. The stock is now 3,330 firkins more than it was last year at this time. Although there has been no decline in the prices of Foreign, yet the demand since our last has been on a more limited scale. English has met with but few buyers, prices unvaried. Scotch has again sold to a fair extent at fully former rates. The market for both old and new Bacon remains in the same dull state, and there is every appearance that it will continue so for some time to come, the arrivals being large, and the trade averse to pay the present prices, which are expected shortly to be lower. There continues to be a fair demand for Lard at full prices: Waterford bladders, 54*s*. to 56*s*., and firkins, 49*s*. to 50*s*. Hams have again become dull of sale; prices unaltered. Scotch Pork has again sold briskly at a further trifling advance. The Egg trade is dull and prices are lowered. The Government contract for 9,850 tierces Navy Beef and 9,000 barrels Navy Pork was taken by several parties on Monday, at what was considered to be very full prices—viz. the former at 3*l*. 18*s*. and the latter at 4*l*. 12*s*. 6*d*.

CORN EXCHANGE, LONDON, Oct. 2.

We have had a good supply of Wheat and Flour this week; the trade is, however, firm, on quite as good terms as on Monday. In Barley, Beans, and Peas, there is no variation in value. Oats, of which there is a fair arrival, are a trifle cheaper. In other articles no alteration.

Wheat.....p. Qr.	34*s* to 47*s*	Malt.....p. Qr.	50*s* to 60*s*
Rye	30*s* to 34*s*	Peas	30*s* to 33*s*
Barley	26*s* to 34*s*	Beans	29*s* to 40*s*
Oats.....p. Qr.	18*s* to 29*s*		
Bran	9*s* to 10*s*		
Pollard	14*s* to 20*s*		
Rapeseed	£32 to £34 per Last	Clover Seed ....red	42*s* to 67*s* per Cwt.
Ditto Cake	£5 to £5 5*s*. per ton	Ditto ..... white	50*s* to 60*s* do.
Carraway Seed.. new	52*s* to 55*s* per Cwt.	Mustard Seed, w. wh.	8*s* to 9*s* per Bus.
Coriander Seed.. new	10*s* to 12*s* do.	Ditto..... brown	8*s* to 9*s* do.
Tares, new winter ..	6*s* to 7*s* per Bushel.		

FLOUR, per Sack.

Town made	32*s* to 38*s*	Essex & Suffolk, on board....	30*s* to 33*s*
Seconds	30*s* to 35*s*	Norfolk and Stockton	30*s* to 32*s*

AVERAGE PRICE OF GRAIN, per Quarter.

Wheat	Barley	Oats	Rye	Beans	Peas
37*s*. 7*d*.	27*s*. 9*d*.	20*s*. 4*d*.	29*s*. 6*d*.	34*s*. 10*d*.	36*s* 9*d*.
AGGREGATE AVERAGE FOR THE LAST SIX WEEKS.					
39*s*. 3*d*.	27*s*. 7*d*.	21*s*. 6*d*.	30*s*. 2*d*.	37*s*. 3*d*.	34*s*. 11*d*.
DUTY ON FOREIGN CORN.					
47*s*. 8*d*.	31*s*. 4*d*.	14*s*. 3*d*.	34*s*. 3*d*.	14*s*. 9*d*.	14*s*. 9*d*.
Duties on Grain from British Possessions out of Europe.					
8*s*. 0*d*.	2*s*. 0*d*.	2*s*. 0*d*.	3*s*. 0*d*.	3*s*. 0*d*.	3*s*. 0*d*.

ARRIVALS OF GRAIN LAST WEEK.

	Eng.	Scot.	Irish	B. Co.	For.		Eng.	Scot.	Irish	B. Co.	For.
Wheat	5050	....	....	....	320	Peas	1235	....	....	....	120
Rye	91	....	....	....	....	Linseed	....	....	....	....	3160
Oats	1630	5	553	....	1130	Rapeseed ..	....	....	....	....	43
Barley	1102	50	....	....	....	Tares	501	....	....	....	....
Malt	2020	....	....	....	....	Buck Wheat	....	....	....	....	....
Bea	1078	....	....	....	....	Flour, Sacks	4850	....	....	....	....

Quarters of Bonded Corn in the United Kingdom, Sept. 5.

Wheat.....	626,754	Oats	343,749
Rye.....	3,476	Barley	79,469
Beans	1,939		
Peas	4933		

SMITHFIELD, Friday, Oct. 2.

Our supplies, excepting Pigs, are short.—Of Sheep and Lambs together the number is but little more than five thousand, but this scarcity is not at all felt, business being so dull.—In Lamb little demand could have come have been expected, the season being pretty well over; and in Sheep the slackness of demand is accounted for by the uncouthness of the weather. Neither, however, is altered in price, the top figures still being 4*s*. 8*d*. for the one, and 4*s*. for the other.—Both Beasts and Calves also remain as on Monday, with a steady sale for the latter.

To sink the offal per stone of 8lbs.

Beef	2*s* 6*d*	3*s* 2*d*	3*s* 10*d*	Veal.....	0*s* 0*d*	3*s* 2*d*	4*s* 0*d*
Mutton	0*s* 0*d*	3*s* 0*d*	4*s* 0*d*	Pork.....	4*s* 4*d*	0*s* 0*d*	0*s* 0*d*

Lamb 4*s* 8*d* to 0*s* 0*d*

Head of Cattle this day—Beasts, 533; Sheep, 5,360; Calves, 220; Pigs, 440.
Head of Cattle on Monday—Beasts, 3,370; Sheep, 28,970; Calves, 150; Pigs, 540.

NEWGATE and LEADENHALL.—By the Carcase.

Beef	2*s* 4*d*	3*s* 0*d*	3*s* 4*d*	Veal	2*s* 8*d*	3*s* 0*d*	4*s* 4*d*
Mutton	2*s* 6*d*	3*s* 0*d*	3*s* 4*d*	Pork	3*s* 8*d*	4*s* 0*d*	5*s* 0*d*

Lamb, 3*s* 8*d* to 4*s* 4*d* to 0*s* 0*d*

PRICE OF TALLOW, SOAP, &c. per 112lb.

	s.	*d.*		*s.*	*d.*		*s.*	*d.*
Town Tallow ..	47	6	Melting Stuff ..	32	0	Mottled Soap ..	—	—
Yellow Russia ..	45	6	Ditto Rough ..	19	0	Curd ditto ..	—	—
White	—	—				Graves ..	14	0
Soap ditto ..	—	—	Yellow Soap ..	—	—	Good Dregs ..	5	0

PRICE OF CANDLES.

The price of good Store Candles, in the retail shops, is as follows:—Candles, per dozen, 7*s* 0*d*; inferior, 6*s* 0*d*—Moulds, 8*s* 6*d*. Sixpence per dozen discount for cash.

PRICE OF RAW FAT, per stone of 14lb.

The price of Tallow (as stated by the Tallow Melters) as 7*d*.

PRICES OF HAY AND STRAW, Oct. 1.

	CLOVER.	HAY.	STRAW.
Smithfield	75*s* to 110*s*	65*s* to 90*s*	28*s* to 32*s*
Whitechapel	80*s* to 140*s*	70*s* to 100*s*	32*s* to 36*s*
Regent's Park	80*s* to 105*s*	70*s* to 92*s*	27*s* to 34*s*
Portman Market	95*s* to 110*s*	65*s* to 90*s*	30*s* to 32*s*
New Hungerford Market	70*s* to 100*s*	60*s* to 85*s*	26*s* to 32*s*

PRICES OF TIMBER PER LOAD.

Quebec Oak, £1 19 0*d* to £1 6*s* 0*d*; Pine Red, £1 12*s* 6*d* to £1 15*s*; Riga Fir, £1 10*s* 0*d*; Dantzic and Memel, £1 2*s* 6*d* to £1 7*s* 6*d*.

WOOL, per lb.

Blanket, 11*d* to 15*d*—Combing 14*d* to 22*d*—Flannel, 14*d* to 18*d*.—FLEECE WOOLS—N. and S. Down Hoggets, 12*s* 6*d* to 15*s* 0*d*—Half-bred, 12*s* 6*d* to 14*s* 0*d*—Kent, 14*s* 7*d* to 15*s* 6*d*—The Long Wool of Lincoln, Leicester, Warwick, *from the greater*, 15*s* 6*d* to 16*s* 6*d*—FOREIGN WOOLS.—Germany, Electoral, 4*s* 6*d* to 5*s* 9*d*.—Lower Qualities, 2*s* 7*d* to 3*s* 6*d*—Australian, best, 2*s* 3*d* to 4*s* 0*d*—Inferior 0*s* 10*d* to 1*s* 6*d*—Van Diemen's Land, clean, 2*s* 0*d* to 2*s* 6*d*.—Trade brisker.

SHEEP SKINS.

Polled, 3*s* 6*d* to 4*s* 6*d* each—Downs, and half breds, 2*s* 10*d* to 3*s* 4*d*—Polled Lambs, 2*s* 4*d* to 2*s* 8*d*—Down Lambs, 2*s* 0*d* to 2*s* 6*d*.

HOPS, per Cwt.

Kent Pockets 60*s* to 90*s*	Choice..... 0*s* to 100*s*	Sussex.... 60*s* to 72*s*	
Superfine .... 76*s* to 90*s*	Low and Mouldy.. —*s* to —*s*		

COAL MARKET, LONDON.

OCTOBER, 1835.

QUALITY.	Sept.	PER TON. 25th	26th	2d	QUALITY.	Sept.	PER TON. 25th	26th	2d
	Newcastle.	*s. d.*	*s. d.*	*s. d.*		*Sunderland.*	*s. d.*	*s. d.*	*s. d.*
Adair's			18		Wylls End Biddell's			21	0
Boynham			18		Walker				20
Chester		19	18	18	Wylls End Bradely'll Hetton			22	21
Dean's Primrose				17					
Felling Main				16	Haswell		23	21	21
Holywell		19	19	19	Hetton		22	22	21
Holywell Reins		18		18	Lambton		22	22	21
Orden Redheugh		17	17	17	Russell's Lyons			21	20
Ponton Windsor		18	16	16	Russell' Hetton			22	
Pitt's South Moor		17			Stewarts		22	22	21
Russell's High Main		18	18			*Stockton.*			
Stormont Main Gem		16			Dixon's Butterknowl			18	18
South Hartley		18			Wylls End Adelaide		21	21	
Tanfield		19	19	19	Auchland			19	
Shipcote		16			Gordon			21	20
West Hartley		19	18	18	Chilton			20	
Willington			20		Hartlepool		21	21	21
Wylam		19			South Durham			21	21
Walls End Bell and Brown		20			Tees		21	21	21
Bell Robson and Co.			20		St. Helen's Tees		21	21	21
Brwicke and Co.		21	21	21	*Blythe, Scotch, Welch and Yorkshire.*				
Car and Co.			19						
Clark and Co.			18		Hallbeath				
Goodrich		21	21	21	Holmes Main			16	
Hotspur			20		Hartley		18		
Heaton		22	21	21	Kay's Old Flockton				12
Hilda		20	20	20	Merthyr				22
Killingwor

PRICES OF ENGLISH PUBLIC FUNDS.

	Satur.	Mond.	Tuesd.	Wedn.	Thurs.	Frid.
Bank Stock, 8 per Cent..	shut	Shut	Shut	shut	shut	shut
3 per Cent. Red. Anns.	shut	shut	91⅞	shut	91	shut
3 per Cent. Consols.....	91⅛ ⅜	91⅛ ⅜ 1	91 90⅞	90⅝ 90⅜	90⅛ ⅜ ⅝	90⅜ ⅜
3½ per Cent. Anns.,.. 1818.	shut	shut	shut	shut	shut	shut
3 per Cent. Anns.,.... 1726.	....	....	....	....	....	....
3½ per Cent. Red. Anns. ..	shut	shut	shut	shut	shut	shut
New 3½ per Cent. Anns. ..	99⅛ ⅜	99⅜ ⅛	99 ⅛ ⅜ 99⅝	99⅛ 99	99⅛ ⅜	99⅛ ⅜
New 5 per Cent.	....	....	....	....	....	....
Long Anns..... 1860.	shut	16⅞	shut	16⅞	shut	shut
Anns. for 30 Years.... 1859.	shut	shut	shut	shut	shut	shut
Ditto ..... 1850.	16⅞ 9-16	.. ..	....	16⅞	....	....
Omnium.....	4¼ pm	4¼ 4pm	4 3pm	4 3¼ pm	3¾ 4pm	3¾ 4 pm
India Stock, 10½ per Cent.	255½ 6½	....	255 4½ 6	....	255	254
South Sea Stock, 3½ per Cent.	....	....	101⅜ 2	....	....	....
Ditto Old Ann. 3 per Cent.	shut	shut	....	shut	shut	....
Ditto New Ann. 3 per Cent.	....	....	....	....	89 ⅝	....
3 per Cent. Anns..... 1751.	....	....	....	....	....	....
India Bonds, 3½ per Cent...	4 6 pm	4 pm	5 3pm	....	3 4 1pm	3 1 2pm
Exchequer Bills, 1½d. £1000.	18 20pm	18 20pm	18 17pm	15pm	14 15pm	14pm
Ditto..... £500.	18 20pm	18 20pm	18 17pm	15pm	14 15pm	14 16pm
Ditto ..... small.	18 20pm	20 1pm	17pm	15pm	14 15pm	14 16pm
Ditto ..... 36..... Com.	....	....	17 19	....	....	....
3 per Cent. Cons. for Acc...	91⅛ ⅜	91⅛ ⅜ ⅝	91⅛ 90 ⅜	91 90⅝	90⅝ ⅜	90⅜ ⅜
India Stock Om. for Acc.	....	4⅝ ⅜pm	4 3⅝ ⅜	4 3⅜ pm	3⅝ ⅜pm	3⅝pm

Account of the Liabilities and Assets of the Bank of England, on the average of the Quarter from the 26th June to the 29th Sept. 1835, both inclusive:—

Liabilities.		Assets.	
Circulation - - - - -	£18,240,000	Securities - - - - -	£27,988,000
Deposits - - - - -	13,230,000	Bullion - - - - -	6,361,000
	£31,470,000		£34,149,000

The amount of sterling money to be invested daily by the Commissioners for the Reduction of the National Debt from the 6th July, is £1,401 17s. 10d. Total amount of money to be invested in the quarter ending Oct. 10, is £70,506 2s.

TRANSFER BOOKS.

	Shut.	Open.		Shut.	Open.
Bank Stock ..	Tues. Sept. 1.	Tues. Oct. 13.	Long Anns..	Wed. Sept. 2.	Wed. Oct. 21.
3 pr. Cent. Red.	Th. Sept. 3.	Th. Oct. 22.	Anns. for Yrs.	Th. Sept. 10.	Tues. Oct. 20.
3½ per Cents. .	ditto	Wed. Oct. 21.	O. S. Sea Anns.	Fri. Sept. 4.	Wed. Oct. 21.
3½pr. Cents. 1818	Fri. Sept. 4.	Fri. Oct. 16.			

IRISH FUNDS, 30th September, 1835.

Bank Stock.....		22¾	Royal Canal Stock	37½
Government Debentures 3½	per ct.	91	Patriotic Insurance	
Ditto Stock.....	3½	per ct.	98½	Provin. Bank of Ireland,
Ditto New	3½	per ct.	98¼	Hibernian Bank .....
Ditto Ditto, reduced ..	4	per ct.	97⅜	Grand Canal Loan red. 4 per ct.
Consols	3	per ct.	89⅝	Mining Co. of Ireland..
City Debentures	4	per ct.	80½	City of Dublin Steam Co.
Exchequer Bills.....	2d	per diem	10 p	Kingstown Railway....

EXCHEQUER BILLS.

Exchequer Bill Office, 3rd September, 1835.

The Exchequer Bills dated in the months of July, August, and September, 1834 viz.: 1 and 2 Wm. IV. cap. 24, for carrying on Public Works and Fisheries. 2 and Wm. IV. cap. 125, for Relief of West India Islands. 4 Wm. IV. cap. 3, £14,000,000, 1834, 4 and 5 Wm. IV. cap. 58, £14,384,700, with the interest due thereon, will be paid off on the 29th September, 1835, when the interest will cease. Such Bills will be received daily (from half-past Ten o'Clock till Two) until and including 22nd September. Payment may be obtained, if required, previous to the 29th September, upon leaving the Bills for examination one day prior to that on which such payment is desired. New Bills, bearing an Interest of Three Halfpence by the Day, upon every £100, and dated 29th September, may be obtained in whole or in part of payment of Principal; which new Bills, with the Interest on the Bills exchanged, will be issued on the 30th September. N. B.—All Exchequer Bills dated prior to July, 1834, have been advertised to be paid off.

GENERAL POST OFFICE, *September* 26.

There are no Mails due. One from Hamburg and one from France have arrived. Letters for Lisbon will in future be sent every Friday.

FRENCH FUNDS.

	PARIS.					LONDON
	Sept. 24.	Sept. 25.	Sept. 26.	Sept. 28.	Sept. 29.	Sept. 29.
5 per Cent. Ann.....	107f.90c.	107f.95c.	107f.95c.	108f.25c.	108f.25c.	107f.50c.
Ex. on London, 1 month ..	25f.55c.	25f.55c.	25f.55c.	25f.55c.	25f.55c.	25f.60c.
ditto 3 months. .	25f.35c.	25f.35c.	25f.35c.	25f.35c.	25f.35c.	
4½ per Cent. Ann.					101f.50c.	
Exchange.....						
4 per Cent Ann.	97f.75c.	97f.85c.		98f.75c.	98f.75c.	
Exchange.....						
3 per Cent.....	80f.50c.	80f.85c.	80f.75c.	81f.80c.	80f.80c.	80f.60c.
Exchange.....						25f.60c.
Bank Shares.....	3080f.	3090f.	3100f.	3100f.	3100f.	

PRICES OF FOREIGN STOCKS.

	Satur.	Mond.	Tuesd.	Wedn.	Thurs.	Frid.
Austrian, 5 per Cent.....	....	....	....	....	....	....
Belgian, 5 per Cent.	....	....	....	101⅜	....	101⅜
Brazilian	....	88 ⅞	87⅜	87⅛ ⅝	85½ ex d	84⅞ ex d
Ditto, 1829.....	....	....	....	....	....	....
Buenos Ayres, 6 per Cent.	....	....	....	....	....	....
Cuba, 6 per Cent.	....	....	....	....	....	....
Chilian, 6 per Cent.....	....	43½ 4 3⅝	....	44 ⅜ 5	43	43
Columbian, 6 per Cent....	....	....	....	28½	27⅝	26⅞ ⅞
Ditto, 1824, do.....	34⅜ 4	43½ 3⅞ ⅜	....	33 2⅝ 3	32⅜ 2 1⅛	31⅛ 2 ⅛
Danish, 3 per Cent.....	....	....	99	77⅞	76½ ex d.	76½ ex d
Dutch, 2½ per Cent.....	....	....	53⅜ ⅛ 3	....	....	....
Greek, 5 per Cent.	....	....	77⅞	....	....	....
Ditto, 1824, 5 per Cent..	....	....	....	....	....	....
Mexican, 5 per Cent.....	....	....	....	....	....	....
Ditto, deferred, do.....	....	....	25	....	....	....
Ditto, 1824, 6 per Cent..	38⅛	38	38	....	37 6⅛	36⅛
Ditto, def. do. 6 per Cent.	....	....	....	....	....	23
Neapolitan, 5 per Cent. 1824	....	....	....	....	....	....
Peruvian, 6 per Cent.....	97⅜	97	....	97⅛ 7 6⅛	96	....
Portuguese, 5 per Cent....	....	87⅛	87 ⅜	....	....	....
Ditto, New, do.	88⅜ ⅛ ⅜	88⅜ ⅜ ⅝	88⅜ 8 7⅞	87⅞ 8⅛ ⅝	87 6⅞	87⅛ ⅜ ⅛
Ditto, 3 per Cent.	58 7⅞ ⅝	58 ⅜ ⅛ ⅜	58⅛ 7⅞ ⅜	57⅝ ⅝	57⅛ 7 6⅜	57 ⅜
Prussian, 4 per Cent.....	....	....	....	....	....	107⅛ 7
Russian, 1822, 5 per Cent.	....	....	....	....	....	....
Spanish, 5 per Cent.	45 4⅛ ⅜ ⅛	44⅞ ⅜ ⅜	44⅝ 4⅛ ⅜	43⅜ 3⅞ ⅜	42⅜ 39⅝	40 1⅜ 9⅛
Ditto, 1823, 5 per Cent..	....	....	....	....	....	....
Ditto, 1834, 5 per Cent..	19 1⅜	19 1⅜ ⅜	19 1⅜ ⅜	19 1⅜ ⅜	19 8⅛ ⅞	19 ⅜ ⅝
Ditto, scrip. do.	16¼ 15⅜ dis	16¼ 15⅜ dis	15⅜ ⅜ dis	17 16⅜ dis	19 20 dis	20 18 dis
Ditto, passive	13 ⅜	13 ⅜	13	12⅜ ⅜ 13	12 ⅜ 11⅜	11 18 dis
Ditto, deferred	19⅜ 19⅛	19⅛ 9 ⅜	19⅛ 18 ⅜	18⅜ ⅜ ⅜	18⅜ 17	16⅞ 18
Dutch, 2½ per Cent.....	....	54⅛ ⅜	54⅛ ⅜	54 ⅜	53⅞ ⅜ ⅜	53⅜ ⅜
Ditto, 5 per Cent.	103 ⅜	102⅞	102⅝ ⅞ ⅜	102⅜ ⅞ ⅜	100 ex d	99⅞ ex d
Neapolitan, 5 per Cent....	....	....	....	....	....	....
Spanish, 5 per Cent.	....	....	....	....	....	....

AMERICAN FUNDS.

Redeemable.	Lond.	Amer. Aug 7.	Redeemable.	Lond.	Amer. Aug 7.
New York 6 1837	96	105	Mississippi 6 1841, 56....		
.. 1845	110	123	Do. New 6 1861, 71....	110	
.. 5 1837		103	Alabama.... 5 1852		
.. 1845	102	112	1863	90½	
.. 1846, 7			Indiana.... 5 1850	90½	
.. 1850			Illinois..... 6 1850		
Pennsylva.. 1850		103	New Jersey Can. &c.	103	
.. 1853, 4		109	Bds. 5 per Ct. 1864.		
.. 1856	101	110	INCORPORATED BANKS.		
.. 1858	102	112	Per Cent.		
.. 1860, 62.....	102½	112½	United States..... 7 1836	22⅞	109½
Virginia 6 1844			Louisiana State.. 9 1870..	23⅞	
5 1845, 51.....			B. of Louisiana.. 8 1870..	26⅞	134
Maryland 4½ 1847			Bank of Orleans		
5 1870	110½		N. Orleans, C. & B.		105½
Ohio..... 6 1850	111	121	City Bank		112
5 1850		110½	New York Life and Trust 5	97	109
Louisiana 5 1830, 42.....	98½		Exchange		9
.. 1838, 43.....					
.. 1844, 50.....	101½				

COURSE OF EXCHANGE.

FRIDAY, October 2, 1835.

	Prices Quoted.	Prices negociated on Change.			Prices Quoted	Prices negociated on Change.	
Amsterdam	12 7	12 6½	12 6½	Seville	36	—	—
Ditto at Sight	12 5	12 5	12 5	Gibraltar, p. 8. d.	48	—	—
Rotterdam	12 7½	12 7½	— —	Leghorn.....	47½	48	—
Antwerp	12 7	12 6½	12 6	Genoa.....	25 25	25 25	—
Hamburgh	13 14½	13 14	13 14½	Milan	31	—	—
Altona	13 14½	— —	— —	Venice, p. 6 d. L.	47	—	—
Paris, 8 days sight,	25 70	25 57½	25 62½	Naples	40	40½	—
Ditto, ...	25 93	25 82½	25 87½	Palermo.....	121 oz.	121	—
Marseilles	25 95	25 85	— —	Lisbon	36	36½	—
Frankfort on Main,	153½	153¾	— —	Oporto	36½	35⅝	—
Petersburgh, p. rb.	10	—	— —	Rio Janeiro	29	30	30½
Berlin, 2 rbs. daff.	7 3	—	— —	Bahia	26	—	—
Vienna 2 fl.	10 10	10 9	10 9½	Buenos Ayres ..	—	—	—
Trieste ditto	10 11	10 9	10 10	Dublin	1¼	—	—
Madrid	36½	36½	—	Cork	1¼	—	—
Cadiz	36½	36½	—	Madras	—	—	—
Bilboa	36	36½	36½	Calcutta.....	—	—	—
Barcelona.....	36	—	—				

GOLD AND SILVER.

Portugal Gold in Coin . Per Oz.	£3 0	0	New Doubloons £3 16 6
Foreign Gold in Bars.....	3 17	9	New Dollars 0 4 9½
Silver in Bars (Standard).....	£0 4	11½.	

PRICES OF SHARES.

MINES.

No. of Sh.	Amount paid per sh.		No. of Sh.	Amount paid.	price
8,000 Albion Copper	£2½	¾	New Grenada	2	
4,000 Allen	10½	13	4,000 New S. Hooe	1	1
10,000 Anglo Mexican ins. £5. pm.	16	4¼5½	North Consolidated ..	1	
Ditto Subscription ..	25		8,000 North Cornw. Silver	1	⅜ 1
4,000 Bissoe Bridge	2	1½	6,000 Perran Consols	1	1 1½
2,000 Bolanos	150		2,000 Polberros Consols.. ..	8	11½
10,000 Brazil. Imp, ins5. pm.	20	30 2	1,020 Penoles	12	
8,000 British Tin	¼	⅜ 1	2,000 Ditto Subscription	1	
10,000 Bolivar Copper	20	5 7	6,000 Polbreen	2	1½ 2
Ditto Scrip	3	2½ 3	11,580 Real del Monte, Regist	63½	17
20,080 British Iron.....	50	56 7	Ditto Unregistered	4½	
6,000 British Copper	3½	5⅛ 2	Ditto New		
10,000 Candonga	7½		Ditto Loan Notes	150	153½
500 Carn Grey	3		5,000 Redmoor Consolidated	2	4 4½
10,000 Cata Branca	4½	7⅛ 8	10,000 Redruth United	2	⅜ 1
8,500 Columbian, ins. 5 pm.	5½	9 11	2,500 Rio de Anori	1	
1,500 Ditto New	7		10,000 Roche Rock.....	1	1½ ⅜
10,000 Copiapo	5	1½½d	5,000 South Wheal Leisure	2	2
10,000 East Cornwall Silver	1	3½ ⅜	11,000 St. John D'el Rey	10½	5 5½
2,560 E. Wheal Strawberry	1½	24	8,000 St. Hilary.....	⅜	⅜ ⅜
2,805 English	12½	25	5,000 Tavistock.....	2	1½ 2
20,000 Gen. Min. Association	15	6 7	30,000 UnitedMex. ins. 2 pm.	40	3½
10,000 Hibernian	10		Ditto Scrip		
6,000 Hayle Consols	1	1½ ⅜	Ditto Subscription....	2	
6,155 Mexican Company	51½	2 3	Ditto New Scrip.....	5	
20,000 Min. Com. of Ireland	6		5,000 Union Gold, ins 2½ pm.	6½	15
10,000 Anglo Mexican Mint	40		2,000 Wendron.....	5	1 3
12,000 Moc. & Cocues Uni..	20	14	3,300 West Cork	25	5½ ⅜
			5,000 Wheal Brothers.. ...	20	18

RAILWAYS.

650 Bolton and Leigh ..	£100	80	1,500 Leices & Swannington	50	51
Ditto ½ Shares	25	20	5,100 Liverpool & Manch...	100	260
500 Canterbu & Whitstable	50		Ditto ½ Shares.....	25	49
350 Cheltenham	100	78	New Ditto	25	
2,000 Clarence	100	43 5	20,000 London and Greenw.	20	24½
1,000 Cromford & Peak For.	100		Ditto ditto.....	20	
Croydon	20		25,000 London & Birminghm	35	81
Dublin & Kingstown..			20,000 London & Southamp.	10	8½ 9
800 Durham Junction....	10	20	1,000 Manchester & Oldham	3	
Edinb. & Dalkeith Rail	50	75	553 Monmouth	50	
2,500 Forest of Dean	50	27	3,500 Preston & Wigan	130	33
Grand Junction	40	81	2,000 Preston and Wyre....	1	
Great Western	5	10½	1,500 Stanhope and Tyne ..	100	
2,000 Hartlepool	100	80	1,000 Stockton & Darlington	100	290
St. Helen's & Runc. Gap	100	30	Warrington & Newton	100	150
Kenyon and Leigh Junc	100	118	Wigan Branch	100	103
2,100 Leeds and Selby.....	100	100			

CANALS.

1,700 Ashton & Oldham £97	18.	160	Manch. Bolton & Bury	48	100
1,482 Ashby-de-la-Zouch ..	113	65	2,400 Monmouthshire	100	180
720 Barnsley	100		700 Montgomeryshire....	100	
1,260 Basingstoke	100	5½	250 Melton Mowbray	100	190
1,005 Brecknock & Abergav.	150	85	500 Mersey and Irwell ..	100	560
4,000½ Birmingh. ½ share....	17½	252	3,000 Macclesfield	100	56
4,000 Do. & Liverp. Junction	100		247 Neath	100	
477 Bolton and Bury	250		100 Nene Navigation Bds.	100	100
600 Bridgwater & Taunton	100	61	1,786 Oxford.....	100	610
400 Chelmer & Blackwater	100	102	522 Oakham	130	38
500 Coventry	100		2,400 Peak Forest.....	78	106
450 Cromford.....	100		2,520 Portsmouth & Arundel	50	
4,546 Croydon .... 31l. 2s.	10d.		21,418 Regent's.... £33 16s.	8d.	15½
11,810 Ditto Bonds			5,669 Rochdale.....	85	141
2,060½ Dudley.....	100	74	500 Shropshire	125	140
600 Derby	100	120	800 Somerset Coal	150	163
Edinbro' & Glas. Un..	50	20	45,000 Do. Lock Fund	12½	12
Ditto Allocated.....	96	65	700 Stafford & Worcester	140	600
3,575½ Ellesmere and Chester	133	85	500 Shrewsbury	125	242½
231 Erewash	100	195	300 Stourbridge	145	220
1,297 Forth and Clyde.. 400	10s.	205	3,647 Strat.-on-Avon £79 9s.	8d.	38½
11,500 Grand Junction.....	100	232	200 Stroudwater	150	
2,849½ Grand Union	100	24	533 Swansea	100	205
1,521 Grand Surrey.....	100	25	3,762 Severn & Wye & Railw.	35	
120,000 Do. (optional) Loan ..	100		1,300 Thames & Severn, black	100	
3,096 Grand Western	100	21	1,150 Ditto, ditto.....red..	100	
600 Glamorganish .. 172	13	4 280	2,600½ Trent & Mersey, ½ sh.	100	625
1,960 Gloucester & Berkley..	100	14½	350 Tavistock, (Mineral)..	100	
269 Do. (optional) Notes..	60		8,149 Thames & Med. £19 5s.	8d.	2
749 Grantham	150	202	Ditto, new		3
6,238 Huddersfield .. £57 6s.	6d.	14	Thames and Isis		
100 Kensington	100	10	1,000 sh. 1,000½ Warwick & Bir.	100	280
25,328 Kennet & Avon £39 18s.	10d.	20	980 Warwick & Napton ..	100	218
11,699½ Lancaster	47½		6,000 Worces. & Birming. £78	8s.	86
2,807½ Leeds & Liverpool ..	106	527½	20,000 Wilts & Berks. £16	17s. 8d.	5
545 Leicester	140	148	800 Wyrley & Essington..	125	75
907 Leices. & Northamp..	83¼	80	126 Wisbeach.....	105	45
556 Liskard & Looe Union	25	25	905 Wey and Arun.....	110	22½
70 Loughborough.. £142	17s.	1520			

DOCKS.

3,133 Commercial	100	58	570 Folkestone Harbour	50	
East India	Stock	52	15,000 Ditto Bonds		
1,038 East Country	100		1,352,752 St. Katherine	Stock	73½
London	Stock	54	500,000 Ditto Bonds		103½
Ditto Bonds		103	200,000 Do. Bonds for 10 years		101½
1,380,000 West India.....	Stock	95	Shoreham Harbour..		
2,209 Bristol	£147	9s.	2,500 Deptford Pier	1	
68,324 Ditto Notes		116	Herne Bay Pier.....	50	

BRIDGES.

1600 Hammersmith	50	23	5,000 Waterloo	100	2½
7231 Southwk. old .. £63	2s. 8d.	2½	5,000 Do. old Ann. of £8..	60	24½
1700 Do. New of 7½ per ct.	50	15	5,000 Do. new ditto of £7	40	22
6000 Vauxhall £70	10s. 3d.	22½	60,000 Ditto Bonds		118

ASSURANCE COMPANIES.

2000 Albion	50	76½	Insur. Comp. of Scot.	10	
50,000 Alliance Brit. & For...	10	11½	2,020 Kent Fire.....	50	92
50,000 Ditto Marine	5	5½	Ditto Life.....		79
24,000 Atlas	5	13	10,000 Law Life	10	26
12,00½ Birmingham Fire	55	105	Liverp. Marine Assur.	25	26
20,000 British Fire	50	40	3,000 London Fire	12½	23½
12,000 British Commercial ..	5	6	31,000 London Ship	12½	23½
Caledonian Fire.....	10	13	North British.....	10	23½
5,000 Cler. Med. & Gen. Life	2½	½	Ocean	10	13
4,000 County	10	42	30,000 Palladium Life	£2.	2 ½
10,000 Eagle	5	5½	250,000 Protector Fire.....	2	¼
200 Economic Life	250	315	2,500 Provident Life	10	10½
Edinburgh Life	10	14	100,000 Rock Life	2	6
2,271 European Life.....	20	22	689,220 Royal Exch. Stock ex. d.	3	190
50,000 Ditto new	2	1½	Scottish Union	1	
1,000,000 Globe.....	Stock.	150	Sun		210
20,000 Guardian	20	35	Union	20	210
Hercules	10	11	6,000 University Life	5	
40,000 Hope	5	6½	50,000 United Kingd. Life ..	2	
2,400 Imperial Fire	50	118	Westminster Life	1000	2½
7,500 Imperial Life	10	9½	West of Scotland	10	9
Indemnity Marine ..	8	15			

JOINT STOCK BANKS.

5,000 Australasia	35	40	3,000 Lancaster.....	20	30
Bank of Scotland	83½	202½	25,000 Liverpool	10	15
10,000 Bank of Birmingham .	10	12½	30,000 Manch. & Liver. Dis.	10	
10,000 Birmingham Bank....	5	12	20,000 Manchester	20	
British Linen Comp....	100	240	National	10	14½
Commercial	100	170	Nat. Bank of Ireland	10	
Equitable Loan Comp.	9	10	National Provin. Eng.	25	
10,000 Gloucestershire	5	11	North. & Cent. B. of Eng.	10	11½
6,000 Hampshire	5	9	20,000 Provincial B. of Ireland	25	47½
Glasgow Union	50	60	Royal of Scotland	100	170
10,000 Hibernian.....	25		Western of Scotland 30 pd.		30
18,000 London & Westminster	15	12			

GAS LIGHT AND COKE COMPANIES.

10,000 Alliance	1		Great Yarmouth		18
2,500 Bath	16	25	Greenw. Railway Gas 10s.		
600 Bradford	25		6,000 Imperial	50	43½
5,000 British	16	21½	85,000 Ditto Bonds	£100	
5,000 Ditto Provincial	19	22	1,200 Ipswich	10	
944 Birmingham	50	100	800 Isle of Thanet	20	20
2,400 Birming. & Staffords.	50		2,350 Independent	30	50
600 Brentford.....	50		240 Leicester	50	
4,950 Bristol	20	30½	Leith Coal Gas		
1,500 Brighton	20	13½	500 Liverpool £242	18s.	305
750 Ditto New	15	11½	Ditto New Gas & Coke		150
2,471 Brighton, General ..	20	19	Ditto (New ditto)	50	165
365 Carlisle.....	25		200 Maidstone	50	
4,000 Continent, Consolid..	31½	95	9,000 Phœnix	39	24
240 Canterbury	50		Portsea.....		53
Chelmsford	50		Poplar		50
200 Cheltenham	50		1,000 Ratcliff.....	80	69
1,000 City of London	100	192½	480 Rochdale	13	
1,000 Ditto new	60	113	4,000 South Metropolitan ..	14½	
800 Coventry	25		1,600 Sheffield	16½	
200 Derby	50		1,000 Shrewsbury	10	
100 Dover	50		120 Swansea	50	
600 Dudley	20		8,200 United General.....	44	35
Edinburgh Coal Gas..	25	63	240 Warwick	50	50
Edinbro' and Alloa ..	14		400 Wakefield	25	22½
240 Exeter	50		750 Warrington	20	
4,000 Equitable	40	35	12,000 Westmins. Chartered,	50	46½
15,000 European	5		5,000 Ditto new	10	8½
Glasgow	20	60	800 Yarmouth	18	9

PRICES OF SHARES CONTINUED.

WATER-WORKS.

No. of Sh.	Amount paid. price.		No. of Sh.	Amount paid. price.	
4,000 Birmingham.....	25	27	1500 N. Riv. Lond. B. Was.		10
121 Colchester.....	100		6,486 Manchest. & Salford	100	47
Cranton Hill.....	25		Portsea Island.....	50	
4433 East London	100	122	1300 Portsm. & Farlington	50	
Glasgow	50		390 Ditto, new	50	
4,500 Grand Junction	41½	51	1000 Vauxhall, late S. Lon.	100	83
Edinb. Joint Stock..	25	33	8,300 West Middx... £85	12s. pd.	77
2,000 Kent	100	47	1300 York Buildings	100	34
388 Liverpool Bootle....	230	310			

ROADS.

533 Archw. & Kenti. Town	30		492 Great Dover Street..	75	46
300 Barking	100		2,393 Highgate Arch £30	7s.	10½
1000 Commercial	100	88	New North Road .. Stock		
2000 Do. E. I. Dock Branch	100				

LITERARY INSTITUTIONS.

Adelaide Gal. of Sci.	80		700 Russell	26	9
1000 Lon. with Bronze Tick	78	20	King's College.....	100	44½
1500 London University..	100	27			

MISCELLANEOUS.

10,000 Australian Agricultur	26½		2,500 Essex Marine Salt ..	£	6
1,080 Auction Mart.....	50		15,000 Gen. Steam Nav. ex. d.	13	21
8,000 Brit. Rock & Pat. Salt..	35		Huds. Bay Stock ex. d.		230
British Annuity	50		2,000 Lon. Com. Sale Rooms.	5	18
6,000 Brit. Amer. Land Comp.	8		New Corn Exchange..		
10,000 Canada Company....	20		New Brunswick (Land)	9	
200,000 Upper Canada Loan..		10½	Mexican, &c.	3	2
Carron Iron Company	250	450	12,000 Pat. Purifyg. Sea Wat.	2	
City Bonds, 4 per Ct.		103	10,000 Rio Doce	2	
Central America (Land)	20		2,754 Rever. Interest. Soci.	100	130½
75 Cov. Gar. Thea. Rent	500		2,633 Ditto New	50	75
300 Drury Lane ditto	500		Shotts Iron Foundry..	38	18½
2,122 Ditto Proprietors....	100		4,000 Thames Tunnel..